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HONGKONG, JULY 14TH, 1910.

Ir is not wise to take the innumerable same time quite reasonable. "An Imperial forecasts as to future world conflicts too Navy, dominating the Pacific as the Royal seriously, but occasionally there are con- Navy does the seas of Europe, will preserve tributions to the discussion regarding the the peace. By stilling unrest and by probalance of power which demand attention. moting confidence among the Britons of In this category should be placed the series | the oversea States, it will permit at of articles appearing in The Daily Graphic oncoof a consistently firm yet friendly policy under the title "The Sovereignty of the being adopted towards our present ally-Seas." It is a subject which appeals to the and Japan asks for nothing better—and Briton at once, and as the writer, Mr. | wi'l also demonstrate to the United States GERARD FIENNES, reveals some knowledge of | that the British Empire is also to guard its the sentiments prevailing in the Colonies, as own head, and that, while we welcome their well as an acquaintance with the conditions friendship, and look for a fasting bond of found in the parts of the world more amity between the English-speaking removing grievances. particularly under notice, his words are peoples, we desire nothing further of themcertain to receive some consideration. In least of all the support of their sea-power. recent numbers of the journal mentioned he If, on the other had, we are obsessed with has dealt with "Shadows over the Pacific." | the danger near home, and, keeping our eyes and, briefly stated, his conclusions are that. fixed on Europe, apply pedantically the prin Japan is a disturbing factor in international relations, and that Great Britain, by maintaining naval pre-eminence, must impose on the other nations which are supposed to be threatening each other at

It need scarcely be stated that the writer disapproves of the Anglo-Japanese Alliance. He defines the situation thus: "The white nations demand the Open Door in the realms of the yellow man, while claiming the right to close their own door to him. Japan will accept either alternative, but not both at For the present the United States stand for the embediment of the White Man's position. Great Britain, bound by the Motherland. The aim which Mr. the ties of an alliance for the next few

years, and remote from the dangers which FIRNES holds up to the Empire bulk so big in the eyes of Americans, Canadians, and Australasians, is out of sympathy with, or is at least lukewarm over, the policy of exclusion which her own children in the Pacific consider vital to their national safety and economical development. Therefore, there exists a certain community of ideas between the oversea nations of the Empire and the United States which may easily become perilous to the unity of the Empire. In our enthusiasm for common defence, we must never forget that common defence postulates common aims and common policy." While we are inclined to the belief that the community of ideas between certain British Colonies and America is exaggerated, we have to admit that if the Colonies and the Mother Country are to combine in the defence of the CONDITION is next to Empire they must have common aims and common policy. That being so, it follows that the Colonials, either by reason of the greater feeling of confidence imparted by the presence of a strong British fleet in fitted Drying Rooms for Maturing | Pacific waters, or by reason of the fact that will have to drop the Japanese bogey which has filled their horizon of recent years. It is too early to prophesy regarding the renewal of the Anglo-Japanese Treaty in 1915. So far there is so little alteration in the circumstances affecting each party that the probabilities are in favour of the continuation of the Alliance, though it must not be forgotten that the fear of Russian aggression being removed by the agreement just concluded may make Japan less anxious for Britain's aid, while Great Britain, having decided on an imperial navy in the true sense of the word, may possibly have less reason for relying on Japan to protect her Pacific interests. The writer in question has a strong belief in the value of the Pacific Fleet. If no conflict arise between now and 1915 "to make the name of the Pacific Ocean an irony, the British Navy, reinforced by, let us hope, a goodly number of Fleet units contributed not only by Australia and New Zealand, but also by Canada, South Africa, and India, will once morecarn for itself the blessing bestowed on the peacemakers. The Pacific Fleet will live up to its name. It will be expensive, but it will be worth while. But the Pacific Fleet will have to be a real instrument of war, capable of meeting any enemy which can assail the position of the Empire in that ocean, not a mere skeleton enemy, a shadow of things to come." With that view there should be general agreement. But if Britain is to have, as it must have, a policy in the Pacific, imperial and not insular in character, she must have adequate All letters for publication should be written on force to assert it. "Conscious of adequate strength, our fellow-subjects" continues Mr FIENNES, "will pursue their development in peace, tempted neither to irritate the Japanese by pin-pricks on the one hand, nor to coquet with the Americans on the other The awakening of the Imperial consciousness, the death of the 'hen-and-chicken idea of Empire, is the greatest guarantee of permanent peace."

Without following the other arguments of the writer, we will turn to the second conclusion to which we referred, that Britain must impose peace on other Powers. This is certainly ambitious. But it is at the ciple that Australasia, Canada, and South Mediterranean, as was the case when the prospective foes were exclusively European, we than we have ever before faced have arisen and that we have failed to realise their vital character." This means an expansion of ideas. Britons must learn to think oceanically. They must learn that the perils which loom so large before the people of the United Kingdom are not necessarily those which pre-occupy their fellow subjects in the distant States of the Empire, and that if the British Realm is to have a future those Colonies must count for as much as

that of a State to which the sea is the bond of union, not the divider; which imposes its peace upon every quarter of the globe slike by virtue of the fleets which make aggression upon it impossible. "The time." he concludes, "has gone by direct by sea route after transhipment at when Great Britain, alone and unaided, can do this. It is not only, or chiefly, a question of the provision of material force. That is a sufficiently serious matter, with Naval Estimates already above forly millions a year, and the certainty of a further increase being required; but it is much more a matter of a heart-whole acquiescence of the States of the Empire in an Imperial policy, and the realisation of their direct responsibility by each and all. Happily, the consummation is within sight. The Pacific Fleet, with units supplied by the Mother Country, Australia, New Zealand, Canada, South Africa, is already out of the realm of dreams. should be formed; what strength it should attain: and where it should be based, are questions which will be discussed later. It is enough, for the moment, to record that loses by it. their fears are shown to be groundless, the movement is going forward; that the arrangements made last year at the Imperial Defence Conference are but the nucleus of a plan which, although not yet sufficiently advanced to be made public, has every promise of coming to fruition. In a military sense, it is not perhaps ideal; but the British Empire exists by solving problems on the homely lines of common-sense which are insoluble to those who base their political system on the rigid lines of Barbara celarent, etc." An Imperial Navy is in every sense desirable, but we cannot feel so sanguine as the writer in question

> H. E. the Officer Administering the Government attended the Circus last night.

will on the other nations.

that it will be strong enough to exforce its

The English Mail of the 11th June was delivered in London on the 12th inst.

Mr. Andrew Forbes, of Messrs. Bradley & Co. has joined the Board of the Hongkong and Shanghai Banking Corporation.

The fifth edition of the new Street Index, by Mr. Arthur Chapman, Government Assessor, revised and corrected up to date of issue, will be | Mackay 8-3. ready early in September.

Owing to the breakdown of the ice machinery there was quite an ice famine in Kuala Lumpur the other day. As much as 8 cents was mid

yesterday two natives were charged with being | England. n unlawful possession of a quantity of opium. One was fined \$50 and one \$64.

Two Chinese appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of returning from banishment. Both were found guilty, and each man was sentenced to six months' imprisonment and four hours' stocks.

The district officer at Tanan, a province of Cochin-China, was to hold an exhibition of trained rat-killing dogs on July 3. This is a matter which interests the cultivators there, owing to the ravages of rats in the standing crops and in grain storehouses. The dogs had to show their skill on the spot.

In Dutch South-East Borneo, in the Martapura district, which is famed for its diamonds fresh diggings have been discovered. resulting diamond fever has led to such a rush for digging licences that their issue now averages one thousand a month. So far the diggers have been fortunate.

The fly nuisance is the subject of a recommendation by Shanghai's medical officer of health. All foodstuffs, he says, especially milk should be protected from the access of flies by having the larder windows made of perferated zine and by the use of gauze covers. Fly papers and traps are best placed on the window sills.

Trade and industry are in such a bad way in Tonkin and the colony is in such a backward state, that a petition to the French Parliament to mend matters is in circulation for signatures. The petition prays for an inquiry into the present state of the colony with a view to devising means for restoring prosperity and

Pepper, says the Sourchaya Handelshlad, med in bygone years to be profitably cultivated in East Java, but the times are changed now. Planters in the old days took no thought of overproduction and throw so much pepper on the market that prices rapidly fell. Losses soonled the planters to turn their backs on pepper and Africa are defended in the North Sea and the take to rubber. Figures show that the export of black pepper from Sourabaya in 1909 fell off by one-third compared with that in 1908. The shall find that questions of a broader nature pepper prospects for 1910 are most unfavour-

> The Hollanders in the South have got a tiger story of their own. It is reported in these gentleman who was motoring in Deli. At two o'clock in the morning, a lamp on the car smidealy went to pieces, and the car ran over something. The speed was so great that this almost escaped notice. The car was stopped, and an examination disclosed the fact that a tiger was cronching on the road just ready to spring when the car struck it, The traces of the tigor were visible enough. It had disappeared in the lalang grass on the roadside.

Bamboos from Indo-China are coming into demand at Nice, in France, for gardening purposes. Bamboo supports and props have been found to be very useful. The article has hitherto been imported by way of Hamburg. But the Chamber of Commerce at Nice favours the idea of importing Indo-China bamboos Marseilles, German handling being discontinued. The Chamber of Commerce at Saigon has been approached on the subject.

The Messageries Maritimes Company intends to do away with the branch service connecting at Saigon with the line to Sing apore linked with the P. and O. mail. The idea is that the Tonkin mails should go in the P. and O. steamers direct to Hongkong. From there, they will be despatched to Tonkin ports. The Tonkin homeward mail will then be forwarded to Hongkong for despatch by the P. and O. service. By this change, the Indo-China Government will save about 300,000 francs a year. The M. M. Company's Tonkin service carries few passengers and hardly any cargo, says an exchange. The Chamber of Commerce at Saigon to which the matter was referred did not favour the idea, and asked the M. M. Company for further information. It seems that the existing service is o advantage to the public, though the company

LOCAL SPORT.

LEAGUE LAWN BOWLS.

TAIKOO v. CIVIL SERVICE C.C. These teams will meet at Quarry Bay on 16th inst., at 3.45 p.m. sharp. Civil Service team J. McKay R. Duncan A. Thornhill A. Blowey

L. E. Brett (skip) J. A. Wheal (skip) W. H. Woolley P. R. Adams

C. Bond

W. Fincher (skip) Reserves : A. Davey, W. Higby, J. McLeod.

LAWN TENNIS LEAGUE.

CIVIL SERVICE V. Y.M.C.A. This match was played yesterday at the Happy Valley and resulted in a win for the visitors by 61 games to 38. Scores:

Edwards and Hickling beat Wood and Woodcock 6-5, lost to Atkinson and Pile 9-2, McEwen and Mackay 7-4.

Le Breton and Clements best Wood and Woodcock 6-5, lost to Atkinson and Pile 4-7 and beat McEwen and Mackay 7-4.

Shorey and Joseland beat Wood and Wood cock 8-3, Atkinson and Pile 6-5, McEwen and

TRIANGULAR CRICKET.

The South African Cricket Association having refused to send an eleven to Australia without a guarantee of £5,000, Australia declines to agree and intimates that this means the abandonment of triangular matches. The Australians Before Vr. E. B. Hallifax at the Magistracy | certainly will not meet the South Africans in

AMERICAN CHINESE TIRE OF QUEUES.

Chinese of the Pacific Coast want to discard the queue, and they have memorialized the throne to be permitted to coif their hair like their Caucasian brethren.

Declaring that all the nations of the earth | Bill that endure look with disfavour on the head-dress that terminates in an appendage resembling a braided tail, the Chinese unite in declaring that the spirit of modernity demands the quietus of

Particulars of the memorial, which was intrusted to I rince Tao for presentation to the throne during his recent trip en route for Washington, have just been made known here and have led to a gabble of discussion in Chinatown "As we look around at the various nations of

the world, we observe the queue," the memorial reads. "The queue is not necessary to the well-being of man and it is exceedingly incon-"China is now speaking about having a parliament and being counted among the

civilized nations, and one of the easiest things to do is to cut off the queue. The cutting off of the queue will give us the appearance of being civilized. If we are not permitted to do such a thing, which is the easiest, what is the use of doing something that is the hardest? "It is the custom in China to wear long robes with wide sleeves, making the men of our nation look like the women of other lands. The

costume is like that of the Annamese and the Koreans, two nations that have perished. "Furthermore, our whole costume—queue, long robe and wide sleeves - makes as the laughing-stock of every nation with which we

come in contact. "The discarding of the queue as regards China itself would revive the spirit of the Chinese, and viewed by outsiders it would be looked upon as a sure sign of an awakening." The queue was forced upon the Chinese as a badge of submission about 260 years ago by their Manchu conquerors, who affected this style of head-dress. Later the Chinese grew fond of the queue and began to elaborate it with bright ribbons, but they have began to look askance at it since they have become conversant with the customs and manners of the oversea bar-

RUBBER FROM BANANAS.

barians.

cloudy emulsion pressed from the green fruit of the Martinique banana has been found to contain 10 per cent. of rubber, equivalent to 50 per cent. of the dry weight of the expressed juice, says Popular Science Siftings. Analysis showed that the green banana skins contain as much as 20 per cent. of rubber, while the dried skins yielded 7 per cent. of wax, resin and chlorophyll. Some varieties are reported to be the Whites. words :- Recently a singular adventure befol a even richer in rubber than the Martinique banana. Extraction seems to offer no special difficulties, and it is predicted that rubber from banana skins may become a commercial success in the near future.

LATEST STEAMER MOVEMENTS

The Austrian Lloyd's str. Silesia left Singapore for this port on the 12th instant p.m., and is due here on the 18th instant a.m. The British str. Longships left Moji on the 12th instant for this port, and is due to arrive here on or about the 18th instant.

TELEGRAMS.

Protested by the Telegraph Message Copyright Ordinance, 1894.]

LEGUTER'S SERVICE TO THE "HONGKONG

DAILY PRESS." ANOTHER AVIATION

HON. MR. ROLLS KILLED.

TRAGEDY.

London, July 12th.

The Honourable Charles Rolls was circling the Grand Stand at Bournemouth Aviation Meeting (which opened to-day) when his machine buckled. He fell a distance of forty feet and was killed.

[Probably he alighted on his head or machine fell upon him. Great regret will be felt at the death of this plucky aviator, who on till dark. June 2nd accomplished the record journey from Dover to Calais and back.]

RUSSIA AND JAPAN

London, July 12th.

The "Koelnische Zeitung" states that the Russo-Japanese agreemen arose from Russia's need to carry out her Asiatic policy undisturbed and Japan's wish to develop peacefully the conquests acquired by war. The agreement will therefore be welcomed in Germany as elsewhere as a guarantee of peace, but judgment must be withheld for a time as regards its economic aspect.

LONDON, July 13th.

The "Taegsche Rundschan" declares that it has authentic information that the Russo-Japanese agreement was originated by British diplomats who co-operated towards its conclusion with the object of creating a quadruple alliance against Germany.

WOMAN'S SUFFRAGE.

London, July 12th. The Woman's Suffrage Bill passed its second reading by 290 votes to 190,

LONDON, July 13th. The motion to send the Women Suffrage Bill to the Grand Committee was rejected by 320 votes to 175.

This is tantamount to shelving the

PRESIDENCY OF NICARAGUA

London, July 12th. reports that the Foreign Office has Issued a statement in which it is explained that the Kaiser's letter was an ordinary formal acknowledgment of the announcement that President Madriz had succeeded to that high office It adds that nothing is known regard. ing the coaling station, the acquisition of which was not contemplated.

HERR DERNBURG.

London, July 13th.

Herr Dernburg, the retired German Minister for the Colonies, starts from Berlin for a tour in the Far East via Siberia on Friday.

FROM THE "SINGAPORE FREE PRESS.

THE PRIZE FIGHT CINEMATOGRAPH RIGHTS SPOILED.

The Mayors of many cities in the United States have prohibited the cinematograph exhibitions of the Jeffries-Johnson fight in order to prevent displays of racialism, especially in the South, where the feeling is the airship has been recently increased by clonthe strongest. It is feared that the moving gating the gas envelope. pictures would inflame both the Blacks and

The Christian Endeavour Society's branches are everywhere strenuously campaigning appealed to Mr. Roosevelt and the Governors of every State.

cinematograph exhibitions of the fight in South Africa owing to the effect it would have on the coloured races, who are already impressed with Johnson's victory.

FIGHTING AT MACAO.

Macao, July 12th. The Colony is excited by a revolt which has occurred at Colowan and which is taxing the military authorities.

Yesterday suspicions were aroused that a quantity of arms and ammunition were stored in certain houses on the Island, and a search was made but proved fruitless. No further precautions were taken. However at midnight the Portuguese guard was surprised by a large attacking force, which included most of the villagors and a band of some 200 pirates. An appeal for reinforcements was sent to the military headquarters, and a company of 60 soldiers was dispatched to the assistance of the guard. But the soldiers found they were outnumbered and they were compelled, on being received by a severe rifle fire, to seek shelter-A fusilade was maintained throughout the night. This morning another Portuguese force accompanied by a company of artillery and the river gun boat Macau proceeded to the scene of the fighting and a brisk fire from both sides was kept up. The mountain artillery, as well as the guns of the Macau, bombarded the island

Casualties have taken place on both sides, and several deaths at the Military Hospital are

Major Magalhaes, police commander, accompanied the expedition, on which some 350 men

are now engaged. It is expected that an attempt to dislodge the pirates will be made to morrow at daylight.

The village of Colowan is practically destroyed as the result of the bombardment.

Orders were given for the women and children to leave the village but they remained and

stoned the military, The death roll of the islanders and pirates must be considerable.

It is believed that this attack was planned several days ago, and it is fortunate that I have not to report a greater loss among our men. Had there been telegraphic or telephonic communication with the island this rising would have been suppressed more easily.

BRITISH ARMY AIRSHIP

FLIGHT FROM FARNBOROUGH ACROSS

The sensation which was caused when the British Army dirigible Nulli Secundus sailed majestically across London and rounded the dome of St. Paul's on a boantiful October day in 1907 was repeated on June 4th, when a mysterious airship passed over the Metropolis. The streets of London are never absolutely deserted, and even as early as 2 a.m. some hundreds of people scattered about the south-western districts witnessed, or rather heard, the arrival of the strange air craft. It was at a great height, and the throb of engines could only be faintly heard, while its position and pace were just indicated by an electric lamp dimly seen in the darkness. The sirship was located at Richmond. Battersen, and in the City over St. Paul's Cathedral, but it vanished as swiftly as it came.

STORY OF THE FLIGHT. The airship, it transpired, was the second British Army dirigible, Beta, on its first long voyage, in command of Colonel Capper, and carrying also his assistants, Lieut. Waterlow, R.E., and Mr. W. T. Ridge, the civilian head of the balloon factory. The plan of the journey to London was kept an absolute secret. The flight was prepared for during the week, and those who were required to handle the airship either in the car or by motor were warned to hold thomselves in readiness at any time. A start was decided on late on Friday night, and the necessary number of Balloon Corps were warned to report themselves at the factory at 11 p.m. The Beta is not the dirigible which was wrecked some weeks ago, but a reconstructed model. It was docked in the new dirigible shed, a huge building 400 feet long, and the Reuter's correspondent at Berlin gates were opened early in the evening so that the temperature should be the same as the outside air. At 11.30 the airship was towed outside and Colonel Capper, Lieut. Waterlow, and Mr. Bidge boarded the car. The ascent was made at 11.40, and the course was set by the stars, the airship being started due north-east. When the London and South-Western Railway main line was reached at Frimley the course was set by the metals until the Brooklands motor track at Weybridge was reached. Then a straight line for St. Paul's was taken, the Thames being crossed three times in its windings, the first crossing being at Thames Ditton, the second near Hurlingham, and the third near Battersea Park.

> CIRCLING ST. PAUL'S. The dome of St. Paul's was circled at 2.15 a.m., and the return journey, with a following wind, was made at top speed, between 25 and 30 miles an hour being got out of the engines, which are of 35-horse power. The first flush of dawn was just breaking as the return journey was commenced, the course taken being straight across the West-end of London, the Marble Arch being passed over six minutes after leaving St. Paul's. The main London to Portsmouth road was struck at Hounslow, and proved a splendid guide to the aeronauts, who followed it through Staines and Sunninghill to Faraborough.

The return journey was completed in a little over ninety minutes. -Arriving over Farnborough Common, the airship was brought easily to earth, when it was at once taken in tow by a Royal Engineer detachment and docked in the big shed again.

The flight was followed by a motor car containing the chief draughteman and chief mechanical engineer at the factory, but after they had once lost sight of the airship at Farn. borough Common they did not see it again until they returned again to Farnborough.

An average height of 1,000 feet was maintained, and the engines were not pushed to their greatest speed. The flight was made as an instructive experiment. The lifting power of

SPAIN AND THE VATICAN.

The following announcement was made a Madrid on June 17th:--

It is stated in certain quarters that, should for the suppression of the pictures, and have I the Vatican regard the Royal decree published on June 11th respecting the display of external. signs of their faith by dissenting Churches as an obstacle to the continuation by it of the The South African Press deprecates negotiations begun by the Spanish Government with a view to settling the question of the religious orders, Senior Canalejas' Ministry is resolved to break off all negotiations and to reserve to itself the right to pursue an entirely independent line of policy.

SUPREME COURT.

Wednesday, July 13th. IN APPELLATE JURISDICTION.

[BEYORE THE FULL COURT.]

PENDING SECURITY. The case in which Ng Tek Tong chimed from Wong Chenng Cho an account of the partnership dealings between Ng Kim Wan, deceased, and the defendant in the business of the Yuen Shing firm, of which business the defendant was the managing partner, and in which the Chief Justice found for the defendant, was mentioned. The plaintiff (appellant) appealed

against his Lordship's decision. Mr. M. W. Slade K.C., instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), represented the appellant, and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson (of Messrs. Ewons & Harston) appeared for the respondent. Mr. Slade said they could not go on, as an

order had been made for a stay of execution. Mr. Potter stated that an order had been made for security for costs, but that security was not forthcoming.

Mr. Slade-We only applied a few days ago. and have not raised the money yet. We have had to send to Singapore to get it, as the estate is in Singapore.

Mr. Potter-The order was made on July 4th. The Chief Justice-How long has the case been on the list?

Mr. Slade-For months. Mr. Potter-For some months, and we wrote for security months ago.

Mr. Slade-We declined to give it because the executor is personally liable.

M. Potter-Your Lordship held he was no personally liable. The Chief Justice (to Mr. Slade)-Have you

sent to Singapore? Mr. Slade-Yes, the man has gone down

himself, and not come back yet. No doubt it will be forthcoming in time. Mr. Potter-We'are rather doubtful if it ever

will be forthcoming. The Chief Justice - We'll let it stand over,

but indefinitely. Mr. Slade-The man ought to be given reasonable time and no time has been fixed.

Mr. Potter-Would your Lordships fix a time now?

The Chief Justice-It is difficult to fix a time now on account of other engagements in the Court, but it must be found within a month. Mr. Slade-This is only an affort to try to get out of it. They could have made this application six months ago if they had chosen.

The Chief Justice-If the man has gone to Singapore he has had a week, and he will custom of using tong names exists, and equally glided past us, on to the present end of get another month.

circumstances.

heps another week.

Mr. Slade - Within that time we shall have some information, and I will probably know what the condition of affairs is. THE CAPTAIN-ALIANA APPEALS.

The case was again mentioned in which D. R. Captain and S. M. E. Allana appealed from a decision of Mr. E. R. Hallifax, First Police Magistrate sentencing each of them to fourteen days' imprisonment for assault.

retained Mr. C. G. Alabaster, who is instructed that tong names are sometimes used by the 130. A short run brings us to the approach to and after a short stoppage, proceed on our Looker & Deacon).

not going to take Allana's case that day.

mentioned to-day. What happened? Mr. Slade - There was a sort of triangular scrap, and the two appellants were convicted of assault, and sentenced to imprisonment.

The Chief Justice—What happened in Court Mr. Alabaster—Each of the appellants filed a separate notice of motion. The first one Captain, had his case mentioned and adjourned. while Allona's case is mentioned for the first time now. I understand Mr. Slade is asking

that it be adjourned. The Chief Justice -- I suppose they will both

be taken together. Mr. Potter-I don't know. I think the cases are somewhat different.

The Pulsne Judge-The same evidence was taken in both cases?

Mr. Slade - Yes. The Chief Justice-We'll take them on the same day, and consider the question of taking them together later. The hearing will be fixed for Thursday or Friday next if the Assizes

finish earlier than expected. IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

ALLEGED ILLEGAL FIRM. His Lordship delivered his decision in the action brought by the Tung Sang Wing firm against Chow Chun Kit to recover the sum of \$13,034.17 for monies had and received by

the defendant and for the use of the plaintiffs, and converted by the defendant to his own use. Mr. Potter, instructed by Mr. P. Sydendam Dixon (of Mr. R. A. Harding's office), appeared for the plaintiffs, and defendant was represented by Mr. C. G. Alabaster, instructed by Mr. P.

W. Goldring (of Mes.rs. Goldring, Barlow & Morrell). His Lordship, in the course of his judgment. said this case had given him a great deal of trouble. He could not say he was altogether satisfied with the judgment, but he thought the conclusion at which he had arrived was a

conclusion which would be consistent with justice. The defendant in the case was a partner in the plaintiff firm, and he received certain monies belonging to the firm and misappropriated them. The story of the misappropriation was examination in bankruptcy. He seemed to have received money due from debtors of the firm, and then a friend suggested a convenient opportunity to gamble in rice, which he promptly did, and lost the money. The firm was suing him, and he was endeavouring by every means, ingenious and otherwise, to evade judgment being given against him to recover the money. Among other things, he said he was entitled to take advantage of a certain point of law. This was quite different from saying the law was on his side, and that he was entitled to defend the action on the legal merits of the case. He should not be surprised therefore, if the Court gave him no sympathy and granted him no favour, nor if the Court allowed the plaintiffs every advantage to bring themselves within the law and thus enable them to recover collectively or individually the money which undoubtedly belonged to them. The defendant said the plaintifffirm was illegal, and therefore could no sue. On the face of this his Lordship should have thought this action was impossible on either of two grounds: either the defendant was estopped in raising it by his conduct, or he particeps criminis. What the defendant asked the Court to do was to refer to the partnership books and unrayed the whole question. The point which his Lordship had to decide was whother the defendant could, being a member of the partnership, refer to the partnership books. There was more than a scintilla of authority in favour of the rule that a man who not raise the question in this way. As he said, he was not going to favour the defendant in the least, but he would put him on the horns of a dilemma. Either the defendant would accept this judgment, or his substituting all the members of the partnership He would give judgment for the plaintiffs on the ground that the defendant could not, to screen

his own fraud, raise the question that this was an illegal partnership. Having said this, his regard to a most important question which case." he said, "the question of tongs has for the purpose of determining whether to look beyond it. there may or must be registration under the

separate business, but all was entirely his own property." plaintiffs, the costs incurred by the amendment

to be set off.

partners had used four tong names to represent

raise the question and either destroy the prima

JAPANESE ADVERTISEMENTS

The Japanese have an original way of advertising, and they apply to the art all the poetry that their Oriental imagination is capable of. They have recourse to the most varied and improvised methods, and their combinations are judging from a Paris contemporary, which cites some examples. A Japanese merchant informs his customers that his goods are sent off with the rapidity of a shot. A stationer calls his knowledge of natural history to his aid thus, .. Our wonderful paper is as clurable as the hide of an elephant." A Tokyo grover borrows from psychology, and in mordant language announces that "Our vinegar of extra quality is sharper than the bitterness of the most diabolical of mothers-in-law." No doubt this last example, although the joke is obsolete with us, impresses the people of the land of the chrysanthemum.

A RUN ON THE BAILWAY.

By most people in Hongkong a railway ride would be regarded as a novelty. It is several years since they travelled by rail before and the told by him in rather cynical language in his experience has become little more than a memory. Besides, in the old days of home life it was second nature. It was no novelty. But now, they are eagerly anticipating the joy, the novelty, and the revelation of scenic beauties hitherto unknown to them which is to distinguish their first trip on the Kowloon-Canton Railway. The joys of anticipation have been indulged in for quite a long time now, five or six years at least, and, speaking for myself, I can confidently affirm that the joys of realisation are likely to be immeasurably greater.

Last week I made the trip. Accompanied by a friend, I took the humble riceha to Yaumati, where we climbed the railway embankment and stood on the line that looks so commonplace but yet has a romance all its own. Two or three big heavy trucks stood just over the bridge. They were not in use at the moment, except as shelters from the sun for commolent coolies. Two with one eye open were propped up against the wheels and seemed to resent our presence, A third was comfortably asleep with his head on the metals, a few inches removed from a wheel! Can you imagine it! Such an incident could only be witnessed in China. It would be impossible in any other part of the world. To reproduce such a picture was a natural wish in the circumstances, and I got my camera in order and was about to snap when one of the sleeper's colleagues, with a sense of comradeship or a wish to irritate the photographer, kicked the prostrate man and roused him to a knowledge of was a member of this illegal partnership could his danger of being photo, raphed. The scare of the sleeper was nothing to the ire of the foreigner, who used language which the ficeing Chinese could appreciate if they did not altogether understand. I recken that kick lost me twenty dollars. However, we regained our Lordship would allow the plaintiffs to amend by composure and proceeded along the track in search of Yaumati Station. Soon the little structure, peeping from the midst of rock and hill, caught our eyes, and there we rested, waiting the arrival of our " special."

Workmen were still in possession, but the at-Lordship wanted to go a step further with tendant Indians produced chairs for the sahibs, and as we sat on these we talked of the mighty had been raised in the case. "In this accomplishment which was revealed to us. Here was a hill of no mean height, which had been arisen in somewhat peculiar circumstances. not merely bisected, but halved. It had lost its This question has often troubled the Court, other half, and as we gazed at its contour we and I am of opinion that the time has arrived realised what skil and labour had been exerwhen we ought to make some attempt to cised to remove even half a mountain. Soon the apply English law to the Chinese custom. It familiar sounds of a locomotive assailed our ears, is hopeless to shut our eyes to the fact that the and in a few seconds the train appeared. It hopeless, it seems to me, to try to persuado the the rails at the bridge, and disembarked Mr. Slade-I cannot tell if that will be Chinese to abandon it. They think it has certain its passengers. Then it returned to the sufficient, is I don't know the particular advantages, but it is the duty of the Court to platform, where we were greeted by Mr. apply the legal principles of the law which we M. H. Logan, the engineer in charge of the frontier it was with rese-coloured impressions of The Chief Justice—We won't fix the case for have imposed on the Colony to the customs of section from Yaumati to the frontier, who proved Taipo. We approach a tunnel. It seems quite hearing for a month. That will give him per- those whom we invite to trade here, so long as to be guide philosopher and friend. A bamboo ordinary. But when we learn that it was placed those customs are not antagonistic to the funda- ladder enabled us to climb into the metamorpho. In that position in order not to interfere with mental principles of our law. I have already in- sixed truck, and a word was given to the Indian | the outlook of the deity of the adjacent village. timated in a previous case that, however inconveni- attendant, who waved a green flag, and away we to enable him in fact to look through the tunnel ent this tong custom may be it is not so antago | went on our first railway tour for years. | to the hills beyond, we feel that the story of the very familiar the Chinese use a tong name to the four for the main line, looked particularly designate the ownership of some particular powerful. Its weight, we were told, was eighty. fund, and that in using it they intend nine tons, and the object of utilising this tank Mr. M. W. Slade, instructed by Mr. F. Paget | so far as the law permits them, to use engine, as it is termed, is to enable trains to be Allana, Mr. Eldon Potter, instructed by Mr. M. | they can do this must depend on the water and to render unnecessary the assistance represented Captain, and the respondent has must accept that fact. We have heard, also, gradients, some of which are as steep as one in

> Act. But the prima facie may be rebutted. I citement, asserts itself as we realise we are have no jurisdiction over the Registrar of about to enter the Beacon Hill tunnel. Its Companies, and cannot direct him what he story has charmed us all. We are proud that where, and so it should be, for here two Empires should do, but I may indicate what I think he such an engineering feat should have been may do, and, the case arising, I think he would achieved in our territory and in our vicinity, be justified in requiring evidence as to the and we feel a thrill as we realise that we are meaning of the tong names used; and he would about to penetrate the huge mountain which then direct whether the fund was really by law rears its head so nobly in the midst of clouds, we get abound our special, which steadily and capable of being treated as a separate creditor | Most of us have been through tunnels which or person. But when the question arises were perhaps longer than this, but few of these in Court, then the Court will not go beyond a have possessed quite the same interest for us as prima facie, and may require some kind of this one with its length of 7,250 feet. The proof, or will allow a party to the action to train slowly enters the tunnel. Immediately perseverance and skill to surmount its manifold we are engulfed in the immediate gloom, but difficulties. We saw how men had successfully facie himself or call on the other party to we have barely time to realise it when shead of disputed with the sea, had effectively challenged substantiate the presumption. In this case us we see the glimmer of electric balbs and are there were on the face of it 33 members, but they comforted thereby. The dripping of the water adamantine rocks, and it made as wish to pay were whittled down to, I think, 27. One of the des not seem quite so depressing. In fact it our humble tribute to them. seems to add to the sense of coolness, and we realise with pleasure that a cool breeze is playing on our faces. But what is that ray of light Judgment with costs was then entered for away in the distance which illumines the passage and reveals the glistening metals? It seems to be moving, just like a searchlight. We ply our guide with questions. "Oh," comes the cheery response, "that is a mirror at the mouth of the tunnel placed there so as to reflect into the tunnel the rays of the sun. We can see the rails for half a mile by that means. That is one been basched at Kohprah -a quarautine station of Mr. Lindsey's ideas." Of course we murmur something about the ingenuity of the sometimes as picturesque as they are original, device and realise that we are only beginning to discover a series of wonderful things. At last we emerge. We satisfy ourselves that the huge mirror is there, and then allow our eyes to wander round. Here, as at the south face, there is a little township, but as our outlook is away from the tunnel we do not regard it as a serious blot on the landscape. A beautiful countryside has been opened to view. We run slowly through the fertile Shatin

submerged, others showing lovely tints of green -picturesque villages, quaint temples nestling amid trees, and come to the bridge which spans the Shing-mun river. The river banks, clothed with trees, are fairly wide, and the water sparkles as it passes over a pebbly bed and assumes a darker hue where it deepens. The prospect certainly pleases, and the industrious natives, either toiling on the land or fishing in the river, seem contented with their lot. They merely glance at the train and its passengers who have dismounted to take permanent impressions of the scene. We get aboard again, and a little stenming brings the train alongside Shatin Station. Its appearance is delightful. The sea comes right up to within a fow yards, and it is comferting to reflect that its shallow waters are not likely to be ever dangerous here. The tree clad mountains opposite, the distant islands, the charnels which suggest themselves, delight the eyo and recall pictures of Italian lake scenery. Even the fishing boats, differing from their fellows in Hongkong or other parts of the coast, sid the imagination in this direction. Leaving the station we travel slongside the highway for some distance, and those who have been in that locality before are conscious of the change which the railway has brought. We are skirting the coast and in answer to our queries Mr. Logan informs us that the railway runs along the shore for population of the State. almost eight miles. Those who have any know ledge of the beauty of the New Territory can conjure in their mind's eye something of the series of lovely views of coast scenery which that represents. The camera is kept busy from now onwards. One time its duty is to give some impression of an immense rock outling, another occasion it may be utilised with the object of showing the fine effect of a tunnel mouth showing in a little hill with the sec in the background, or again it may be to reproduce in degree the lovely waterfall which has the added interest of having been diverted for railway exigences. It would take too long to describe the many points of interest or beauty between here and Taipo. They have to be seen to be appreciated. Suffice it to say that when we reached the capital of the New Territory, as it has been called, we agreed that a more levely site could not have been chosen. The residence

of the district officer on the island which has

now been joined to the mainland seems ideal in

every respect. It is beautiful, it is cool, and it

is stable. On the hill overlooking it are the

various offices strongly built and charmingly But Taipo has other than scenic joys for us. It brings us into the presence of Mr. S. B. C. Ross, the district officer, who invited the party to partake of his hospitality, the while we plied him with questions about the hope that public opinion will approve of its were declared to be on the point of renewing countryside and the people. His instructive discourse gave an added interest to the locality. and when we resumed our journey to the nistic to the law that the Court can disregard it. As we passed the station we noted the cattle | railway will never be fully known. We have I start then with this fact, that the Court knows pen erected, the first suggestion to us that cattle leading to that for certain purposes with which we are not would be carried on this line. Our engine, one of plain which leads to the base of the mountain accdemic speeches on the Reformation were a second and more terrible struggle for the range which forms part of the boundary between the two Empires. Peaceful villages, surrounded by trees on which the ruddy lickees could be seen, and innumerable paddy fields are passed in Hett (of Messrs. Brutton & Hett) represented or charge that particular fund only. Whether run through to Lofu without stopping to take succession. There is nothing very striking in the Reader Harris (of Messrs. Wilkinson & Grist), circumstances of each case. But I think we of banking or auxiliary engines for taking the mountains is restful. We halt at Fanling Station small but yet rich in possibilities, by Mr. W.E. L. Shenton (of Messrs. Deacon, same man, and that each is only an alias for the Bencon Hill tunnel. A township has course to Lo Fn, which is another of the himself. Now, we have to apply this process sprung up here composed of works ops and same. A short run brings us to the Sam-Mr. Slade said he understood the Court was to the requirements of the Companies Act. If and bungalows, but it is not by any means a chuu river, the bridge over which is being tong names are used for associations I think thing of beauty. The traveller can't take in built by the British section of the railway. The Chief Justice-It was fixed to be that the prima facie must be taken to be that the prospect of hill and dale here. This blot Here the line ends. Scores of men and women they have different funds and different persons holds his eye, as it were, and it seems impossible are hammering at the iron work, scores are engaged on the track itself, while scores are building A feeling of anticipation, perhaps even ex- up the embankment, a junk lies underneath, the ferry boat goes backward and forward, cattle are driven across. Bustle and animation everymeet. The market town of Sauchun can be seen a little way off, but we have no desire to cross the border. Day is drawing to a close, and wawish to return to the joys of a bath. So smoothly steams back to Yaumati, where ended our first railway ride for several years. It enabled us to better appreciate the great undertaking now nearing completion, and the energy, the mountains, and had triumphed over the

"DAGMAR" IN DANGER.

N.D.L. STEAMER RUN ON THE BEACH

NEAK BANGKOK.

Messrs., Behn, Meyer & Co., Ltd., the Singspore agents for the Norddoutscher Lloyd line of steamers, last week received a wire from Bangkok giving very sparse tidings of a mishap that has befallen the Dagmar. The telegram conveyed the bare fact that the Dagmar had

about a hundred miles from Bangkok. Whether the ressel has sprung aleak, struck a rock or been otherwise disabled, could not be deduced from the brief message. Messrs, Behn. Meyer & Co., however, despatched the steamer. Natura to Kohprah to relieve the Dagmar of her cargo and to help her in any way possible. The Dagmar (1,457 tons) which was built at Middlesbro' in 1896 and was sequired by the Norddenischer Lloyd from Norwegian owners some years ago, is one of the smallest boats in that fleet, and is commanded by Captain Hovers. She left Singapore on June 28 with a transhipment cargo but no passengers, and ought, but for this untoward happening valley, passing terraced rice fields some to have been at her destination ere now

GERMANY AND THE VATICAN.

EXCHANGE OF NOTES.

The North-German Gazette published on June 14 the Prussian Note to the Vatican concerning the recent Encyclical and the reply of the Curis. In a Note presented on June 8 by the Prussian Minister to the Vatican it was pointed out that the criticism of the Reformation contained in the Encyclical was not confined to controversy about dogma and ecclesiastical government, but extended to the sphere of morals. It was inevitable that this criticism should cause deep excitement in all evangelical circles in Prussia, which felt themselves wounded in the religious, moral, and national sentiments which are inseparably connected with the history of the Reformation. The Prussian Government considered itself bound to enter a protest against the Papal presouncements, "which had been addressed to the Episcopacy in Prussia, as well as elsewhere." It

was added :-The responsibility for disturbances of the peace between the creads, which result from the circular letter, rests with the quarter slone by which it was promulgated. The Prussian Government, which, in the interests of good relations between Church and State, has a diplomatic representative accredited to the Apostolic Chair, believes itself to be in a position to give expression to this view through its representative with the more justification, inasmuch as, true to its constitutional duties, it strives in all seriousness and by every means to further the maintenance and the consolidation of peace between the Protestant and Roman Catholic

In presenting this Note the Prussian Minister, in accordance with instructions referred to by Herr von Bethmann Hollweg in his speech in the Diet recently expressed the expectation that the Curia would find " ways and means calculated to avertas far as possible the injurious effects of the publication of the Encyclical." In particular, he said it must be expected that " in German dioceses (in den deutschen Diöcesen) the Encyclical would neither be read from the pulpit nor published in Episcopal gazettes."

On June 11th the Minister was officially informed that the Pope had already instructed the German Dishops to abstain from such publications of the Evcyclical. Yesterday the Curia presented to the Prussian Minister a Note signed by the Cardinal Secretary of State, which runs:--

The Holy Chair believes that the cause of this agitation is to be attributed to the fact that the purpose of the Encyclical has not been rightly recognized, and that in consequence some of the passages contained in it have been interpreted in a sense quite foreign to the intentions of the Holy Father. The undersigned Cardinal is therefore anxious to declare that his Holiness has received with real sorrow the news of such excitment of opinion since—as has already been publicly and formally declared--any intention to slight the non-Catholics of Germany or its Princes never entered into his mind (seiner Secle ganz und gar fern lag.)

Nor has the Holy Father ever missed an opportunity to make known his genuinerespect and sympathy for the German nation and its Princes. He has on a recent occasion had the pleasure of repeating these his sentiments.

The Foreign Office evidently entertains the proceedings and their result. The North. German Gazette offers no comment, but almost ther the authorities themselves now have the l servatives are not being frightened away from bringing upon them fresh charges of weakness.

The agitation has also raised curious questions concerning non-Prussian States. It will be seen that the Prussian Minister asked that the Encyclical should not be published "in German diocese, and the Bavarian Roman Catholic Press, after a period of self-restrint is vigorously. to the effect that representations against the Minister to the Vatioan. The Bavarian Press is naturally very angry at such a suggestion.

Meanwhile, the King of Saxony, who has announced his intention of sending an autograph the Radical and anti-Clerical Press. Telegrams from Dresden say that he has received countless congratulations from all parts of Germany, inwhen he went for a drive this morning.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:---On the 13th at 11.55 a.m.—The barometer

has risen slightly at all stations, except in Vladivostok. Pressure is low over the Pacific to the S.E. of the Loochees, and also over Ton-king. It is highest over the S. part of the China

N.E. of Japan in the North. Moderate variable winds may be expected in the Formesa Channel and mcderate S.W. and 8. winds along the -. cosst of Chine. Hongkong rainfall for the 24 hours ending

at 10 a.m. to day, 0.01 inches. The forecast for the 24 hours ending at moon to-day is as follows:---

Hongkong & Neighbourhood | moderate; fair. Variable winds, Formosa Channel ... mod rate. South coast of Chiua between Bam as No. 1 Hongkong and Lamecks. S. winds, mo-South coast of China between

Hongkong and Hainan ...) derate.

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Heads Covered with Thick Scurf-Cried with the Itching—Hospital's Treatment Gave Frightful Pain but Did No Good -3 Years of Torment.

OWE SCALP AND HAIR HEALTH TO CUTICURA

"Well over four years ago my two little girls were taken with a dreadful scalp trouble that the doctors called ringworm. They attended the Hospital as outpatients for a year. I had to apply their ointment with a brush, giving the

weeks, but they got no better under the They used to cry with the tormenting itching, and their heads were covered with a thick scurf and dandruff.

"About a year ago I determined to try the Cuticura Remedies. I used plenty of Cuticura Soap and applied the Cuticura Ointment. I used only about three cakes of Cutioura Soap and three boxes of Cuticura Ointment and they were cured. Their hair is growing long and nice again. They had become so ill after their three years of suffering that I had to send one away to a convalescents' home as soon as she was cured, but now she is home, well and strong. My younger girl was away from school nine months with the disease. I am very grateful to Cutioura and for their children's sake I hope other mothers will try it. The Cuticura Seep I will always use for it makes the hair so levely. Mrs. Nora Emmott, 38, Lena. Cardens, Brook Green, W., London, Nov. 25, 1909.

Cuticura is the most economical treatment for the skin, scalp, hair and hands. of infants, children and adults. 'A tablet of Cuticura Soap and a box of Cuticura Ointment are often sufficient to effect a speedy and permanent cure. fold throughout the world. Depote: London, 27, Institutione Sq.: Paris, 10, Rue de la Chausses d'Antin: Australia, R. Towns & Co., Bydney; India, B. K. Paul, Calcutta; Japan, Maruya, Ltd., Tokio; So. Africa, Lennon, Ltd., Cape Town, etc.: U.S. A., Poller Drug & Chem. Corp., Sole Props., Boston. 23 Post-free, 32-page Cuticum Book, a complete Cuide to the Care and Treatment of Skin and Scalp.

RUSSIA AND JAPAN.

Only a few months ago strange rumours predicting another war between Russia and Japan were freely circulated on the Continent. How accurate and well founded those reports were is shown by the news that the two Powers, which hostilities, have concluded an agreement in regard to Manchurian affairs. The terms of every other evening paper was inspired to say the new Convention have not yet been made that the Notes which would appear in the public so it is not known whether it relates semi-official organ would be found satisfactory. | merely to the railways in Manchuria, or whe-As a matter of fact, it is open to doubt whe- ther it amounts to a general understanding with respect to Far Eastern questions. But the agitation in hand. It is even possible that news of a good understanding between Russia they now regret the vigour with which they and Japan will be warmly welcomed in England. hastened into the fear, and, as explained in though it may cause some mortification to those my despatch of June 1, gave a semi-official who have been looking to see another outbreak blessing to a campaign which has grown pret- of war in the Far East. Ever since the Treaty ty steadily ever since. Especially in the last of Portsmouth put an end to the carnage in few days there have been innumerable meetings | Manchuria, there have been predictions that the of the Prussian Diet. Apart from the harm | phets of evil, the statesmen of the two Powers which may have been done to the cause of reli- have seen fit to pursue very different lines of gious peace it is doubtful whether on second policy from those attributed to them. Both thoughts the Government can consider the have recognised that their countries stand in agitation to be politically profitable. The Con- need of a long period of rest and recuperation. and so, instead of preparing for the prosecution their alliance with the Centre, and the Govern- of another exhausting struggle, they have sought ment's method of dealing with the Vationa is to settle all outstanding difficulties by friendly negotiation and to promote goodwill between One result of a protest meeting held here on their respective nations. It will be remembered Sunday is that the Cologne Gazette has to deny | that m far back as 1907 Hussia and Japan conthat Herr von Bethmann Hollweg is proving | cluded a general agreement in which they feebler than Prince Lohenlohe and Prince pledged themselves to respect each other's territorial integrity, as well as all rights secured by one or the other through agreement or treaty with Chine At the same time special conventions were drawn up to settle terms of commercial intersourse and to arrange for the sharing of the dioceses." Notwithstanding the favourable re- fisheries along the shores of Russia's Far ply of the Curia, it is stated that the Encyclical | Eastern possessions. The railways held by has already been published in one Bavarian I the two Powers in Manchurin have been linked up for some time, and the new Treaty no doubt is designed to provide for closer co-operation defending the Vatican. The Cologne Guzette | in the development and working of the lines. published the other day a selegram from Rome | When the late Prince I to was assassinated, he was on his way to open negotiations with the Russian Encyclical were to be made by the Bavarian representatives at Harbin. Recent events have helped to bring Russia and Japan more closely together. Each Power has seen a threat to its linterests in the proposals put forward for the transfer of the Manchurian railways letter on the subject to the Pope, is the hero of to international control, and in the schemes for the construction of new lines in Western Manchurch and in Mongolia. Both object to surrendering railways for the s ke of which they cluding an enthusiastic message from the Uni- have made great efforts and sacrifices, and on the versity of Leipzig, and that he was loudly cheered | development of which they have spent large sums of money, and both are stron ly opposed to the construction of rival systems which would have the effect of diminishing the profits and advantages derived from their own lines. In this respect the two Powers are united by a bond of common interest, and are naturally drawing together to maintain their rights against any possible attack. Other nations may feel aggrieved at the stand taken by Russia and Japan. and may question their right to divide between themselves the benefits of railway enterprise in Manchuria. But it is rather late in the day to Sen in the South, and over the Pacific to the adopt such an attitude. The time for making a stand for absolute equality of opportunity for all countries was when Russia first began to extend her control over Manchuria. Those Powers which did nothing from 1897 to 1903 to arrest Rusein's forward policy cannot well now dispute the rights and interests which she then acquired. Still less can they with any grace attack the nation which undertook singlehanded to stem the tide of Lussian aggression, because it desires to profit by the concessions secured as the result of a struggle in which it hazarded its very security and made an immense sacrifice of blood and treasure. It is not suggested that Russia and Japan should be permit-

ted to have a monopoly of advantages in

railway zones all countries stand on an equal

footing in respect of trade. Russia and Japan

have pledged themselves to respect the principle

of "the open door," and it is perfectly possible

to hold them to their engagements without

trying to undermine the special interests which

they have acquired and are resolved to maintain.

Manchuria. As a matter of fact outside the

until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is Office. imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS Codes: A.B.C.

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"CARMARTHENSHIRE! having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 19th inst., at 6 P.M.,

will be subject to rent. No Fire Insurance will be effected by us in

any case whatever. All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 19th inst. No Claims will be admitted after goods have left the godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., LTD., Agents. Hongkong, 13th July, 1910. NORDDEUTCHER LLOYD, BREMEN

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"KLEIST," having arrived. Consignous of Cargo are hereby informed that their Goods, with the exception of Opium. Treasure and Valuables, are being landed and stored at their risk into the hazardous aud/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd, Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods

have left the Godowns, and all goods remaining undelivered after the 19th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 19th July at 9.30 A.M. All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTCHER LLOYD. MELCHERS & Co., General Agents. Hongkong, 12th July, 1910.

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N INTERIM DIVIDEND of \$3.50 per Share for the Bix Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrents may que obtained on application at the Company's 818]

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. THE WEST POINT BUILDING

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will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July, both days inclusive during which period no Transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER,

Secretary. THE HONGRONG LAND INVESTMENT & AGENCY COMPANY, LTD. General Agents for THE WEST POINT BUILDING, LTD.

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong, 12th July, 1910.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August. both days inclusive. By Order of the Board of Directors, JOHN ARNOLD,

Acting Secretary. Hongkong, 12th July, 1910.

CHINA LIGHT AND POWER CO., LTD LOST.

FRTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR CECIL BELWYN MANNERS has been

Scrip No. 269-13313/13412-100 Shares. NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Orginal Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 24th June, 1910.

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Re WILLIAM LYSAUGHT, Deceased.

LL CREDITORS having Claims against A the above Estate are requested to send them in to the Undersigned as early as possible. Dated this 11th day of July, 1910. DEACON, LOOKER & DEACON, Solicitors for the Executors.

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FINDERS are invited for the Supply LABOUR and JUNKS in connection with the Coaling of H.M. Shipa, etc., at Hongkong for a period of 12 Months from the 1st August, 1910.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER. H.M. Naval Yard, Hongkong, and should be returned not later than Noon on the 16th July, 1910. A deposit of One Hundred Dollars will be required from persons tendering. This will be refurned in the event of non-acceptance of

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H.M. Naval Yard, Hongkong, 4th July, 1910. LABUAN COAL.

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TO LET

TO LET.

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A HOUSE in Wong Nei Chong Road. No. 4, RIPON TERRACE. OFFICES in York Building. No. 10, DES VŒUX ROAD CENTRAL. ist floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

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Hongkong, 12th January, 1907:

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wm. Dickson, Manager. Hongkong, 27th April, 1910.

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Manager. Hongkong, 26th April, 1910

EVAN OPMISTON.

Mukder

TAKEO TAKAMICHI.

Manager.

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BANK, LIMITED.

J. B. M. SMITH. Chief Manager. Hongkong, 7th May, 1910

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NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship

"CAPRI." having arrived from the above Ports, Consigness of Car. o by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowlcon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Gools to

be taken delivery of immediately. All Claims must be sent to the Office of the undersigned before NOON, on the 18th inst, or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th just, will be subject

All broken, chafed, and damaged goods are to be left in the Godowns, where they will b examined on the 15th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & Co.,

Hongkong, 8th July, 1910.

FROM EUROPE.

HE H.A.L. Steamship

"SCANDIA," Captain von Doehren, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless

notice to the contrary be given before TO-PAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent. All broken, chafed, and damaged Goods must

be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 11th July, 1910.

TRAMWAYS LIMITED.

TIME TABLE. WEEK DAYS.

7.00 a.m. 7.30 a.fa. to 10.00 a.m.... Every 10 minutes. 10.00 s.m. to 11.00 s.m... Every 15 minutes. 11.30 a.m. to 12.45 p.m.... Every 15 minutes. 12 45 p.m. to 1.15 p.m.... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m.... Every 10 minutes. 2.15 p.m. to 3.00 p.m.... Every 15 minutes. 3.30 p.m. to 5.00 p.m.... Every 15 minutes, 5.00 p.m. to 8.00 p.m.... Every 10 minutes.

NIGHT CARS. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every, 1 hour. SATUEDAYS.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m. SUNDAYS.

8.00 a.m. to 9.00 a.m	Every 15 minutes.
9.00 a.m. to 9.30 a.m	Every 30 minutes.
9.30 a.m. to 10.30 a.m	Every 15 minutes.
10.30 s.m. to 11.00 s.m	Every 10 minutes.
11.45 a.m. to 12.00 Noon	Every 15 minutes.
12.00 Noon to 1.00 p.m	Every 10 minutes.
1.00 p.m. to 5.00 p.m	Frery 15 minutes.
5.00 p.m. to 6.00 p.m	Fvery 10 minutes.
6.00 p.m. to 7.00 p.m.	.Every 15 minutes.
7.00 p.m. to 8.00 p.m.	.Every 10 minutes.
NIGHT CARS at 8.45 p.:	m. & 9.00 p.m., 9.45
المنافق	

11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des

Voeux Road Central JOHN D. HUMPHREYS & SON. General Managers. Hongkong, 1st April, 1909.

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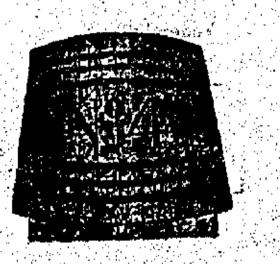
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FOR 1910. Copies may be obtained at the " Hongkong DAILY PRESS" Office, or from Booksellers things," would lose the secret of the nation's Throughout the Far East.

THE WORLD MISSIONARY CON-FERENCE

EDUCATION IN CHRISTIANITY.

That the interest of this Conference not only survives, but increases, under the test of an educational debate says much for the quality of the speakers and the speedies, so wrote the Times correspondent on June 17th. This quality has indeed been high, nearly all the speakers having large supplies of experience to draw on and feeling compelled by the seven-minute limit to arrange their thoughts and to impress upon us only those which have been impressed or

themselves as most important. The Bishop of Birmingham presented the report of the third Commission (on Education). of which he is chairman. He said:-

The work of Christian educators was of incomparable value and had yielded real and rich fruits throughout the world. The cumuman. overwhelmed by his inability to bridge the vast gulf between easterns and westerns, would admit, whatever his religious belief, that if any men succeeded in creating the desired bond of sympathy they were the Christian educators. A universal religion meant a common message (the Bishop continued) that native preachers and teachers were so largely trained by the sid of exactiv the same symbols found useful in America or England. Documents like the Thirty-nine Articles and the Westminster Confession were full of controversy, and partial, and did not belong to the universal substance of Christianity. (Cheers.) It must be asked whether men belonging to the country had on every opportunity been put in posts of responsibility. Risks must be run, but progress must be made. The native literature should be carefully scanned to find preparation for the Gospel and to obtain guidance as to the aspect of religion which would take hold of the people's minds. National movements, with which every one there was most sympathetic, were rising like a tide. How swift would be the vengeance if Christianity | Eastern Asia. were allowed to present itself to the native imagination as an alien religion. The training of native leaders and teachers was of transcendent importance for the building up of the na tive Church. Christian education was suffering through imperfectly staffed schools and colleges which must be better equipped, even if their number had to be reduced. There were so few really first rate educators that routine swallowed up their energy, and they had no time for their proper sipritual work, the means defeating the end. There must be a vast increase of soordination and co-operation in college work between denominations which could give denominational teaching in their own hostels. Missionary opinion on such matters had been

trained educationists must be sent out, including women. Christianity could never become indigenous except through women's influence. The Rev. W. Gondie (Wesleyan), formerly in India said there was for too much expectation of the elements with which Hinduian could enrich Indian Christianity. These elements, scattered in ancient literature, were almost unknown among Hindus to-day. But Indian Christianity could be enriched by passing

insufficiently considered by home boards. More

bodied in their lives. Sir Andrew Fraser said Hindus, Mahomedaus, and Christians-all-wanted religious education. and every attempt to abandon the policy of education by private effort with Government aid should be strenuously resisted.

through subtle Indian minds and being em-

Principal Haythornthwaite (Church Missionary Society), St. John's College, Agra, said the seditions campaign in India should be firmly put down, but missioneries sympathized with the constitutional or progressive movement Educated Indians increasingly felf that Nationalism could only be realized on the basis of Christianity, which breathed the spirit of liberty and progress. The missionary colleges were the most popular institutions in India, and were all crowded.

The Rev. Stephen Thomas, of the Bartist Mission, Delhi, described their happy educational co-operation with the Cambridge Mission (S.P.G.). Frankness, not an apologetic attitude regarding Christianity, won the respect of the frankly religious Indian.

Principal King, of Indore College (Canadian Presbyterian), urged the need of vernacular teaching, especially in villages. A smattering of English put many young men out of touch with their own people.

Principal Ewing (American Presbyterian College, Allababad) said one-third of the Indian students who had acquired the B.A. degree had passed through Christian colleges. wonder there were reform movements. The call of the hour was for greater education efficiency.

Principal Sharrock (S.P.G. College, Trichinopoly) emphasized the importance of bringing education to bear on the great Indian middle class, forming two-thirds of the population. They were accessible both to Christianity and education. Christian colleges were being starved and the Government was bringing on secular education, which must lead to revolution and anarchy.

Dr. Andrew Watson (Presbyterian), who has been working for nearly 50 years in Egypt, said the American mission there had in 190 schools 17,000 papils, one-third being Mahomedans, who received distinctly Christian instruction.

The Rev. W. H. T. Gairdner (Egypt) emphasized chiefly the need of educational missions in Northern Nigeria, the Hausas being born evangelizers and travellers. He hopeds powerful representation would go to the British Government to cease hindering Christian educational

Dr. Hoskins, of the American Presbyterian Mission in Syria, quoted diplomatists and military men as declaring that educational work in the Turkish Empire had done more to solve the Eastern Question than all the ships that had sailed through the Straits of Gibraltar.

Professor M. E. Sadler said he hoped that the Conference would result in some permanent organization to gather and make available missionary experience in education and so fertilize the educational thought of the world. He criticized the notion that Europe and America had a final educational message to give-a panaces useful in all climates. In Europe there was a great danger of hyperintellectuality leading to moral scepticism. We were in an educational orisis. We needed beside the purely intellectual, the spiritual ideal necessary for the balance of character and sanity of outlook on life. Professor Moore, of Harvard, vice-chairman of the commission, commented on the miserable understanding of Christian schools in China.

Praising the ethical system of Confucianism

and its religious influence, he pointed to the

danger that the Chinese, in turning to "practical

moral life. Western education there must be Christian from top to bofform. Principal Hawks Pott (American Episcopal

Church), of St. John's College, Shanghi, said China most presently needed highly-educated Christian men who would lead in the Church and professional life.

Mr. R. J. Davidson, of the Friends' Mission at Chentu, said that four missionary societies had joined in founding a University there An expert educational superintendent to advise all he colleges was pressingly needed in China.

President Bergen (American Presbyterian) of the Arts College, Shantung University, said that federation and united effort were being successfully practised. There were no insuperable difficulties anywhere to a union broad enough to give free play to points on which all the Churches could not agree. We were educationally neglecting the higher classes in

Dr. Duncan Main (Church Missionary, Society), of Hangchow Hospital, said China erently needed doctors, not of theology, but theology in their lives. Given the buildings and men, Christian medical schools would support themselves.

ME. W. J. BEYAN ON MISSION COLLEGES. The Hon. W. J. Bryan, who was received with such as was embodied in the Apostles Creed and I loud cheers, sail that in a trip round the world recorded in the Bible, but its real catholicity he had visited many mission stations. He had could only be realized as each people brought | been greatly impressed by the work of colleges forward some different aspect a Christianity | where board and tattion were given for about with indigenous colour and character. Were we ten pounds a year. Even where Governments giving such education as would train native | were taking up elecation Christian colleges were Churches to stand each on its own basis? Dr. greatly needed, because the individual and Miller, in his criticism of the Commis- national life must be founded on religion. By sion's report, said that the Church in India | sending out educators Christian nations showed was only Indian geographically, and Hindus that they were not afraid to expose their faith considered it altogether alien. It was shocking to the light of intelligence nor jealous of other nations which education would lift on to the high read of prosperity. Christian people believed there was one reliew peril on the earth -the lust for gold (cheers), and a nation contributing its gold to help other nations gave them Godspeed in a rivalry for the uplifting of mankind.

Dr. Buckley, president of the American Methodist Episcopal Missionary Society, protested against one Church planting itself where another was prospering. He also asserted that co-operation was impossible with a disbelieving in regeneration, atonement, and the probationary character of this life.

Dr. Ibuka (Tokyo) said Japaneurgently needed a Christian University, which would marka new era in the hastory of the nation, possibly to all

EVENING MEETINGS. At the meeting in the Tolbooth Church, at which Lord Kinnaird presided, Mr. Bryan was the chief speaker, his subject being "The Fruits

of the Tree. " He said :-The moral code of Christianity was so superior to Eastern philosophies as to prove conclusively its Author's Divine origin. He set forth as essential, being emphasized by Carist Himself, belief in God as Fathor, Christ as Saviour, and the Holy Spirit as comforter and inspirer; man's highest purpose, to seek first God's Kingdom and righteonaness; love, the law of life; forgiveness, the test of love; brotherhood, the Christian ideal; faith, the spiritual extension of man s vision, the moral sense reaching out to verities which the mind could not grasp; example, the means of propagating trust; service, the measure of greatness; doing to others as we would have them do to us, the golden rule of action; and immortality a reward and a restraint.

GERMAN DUTCH AND FRENCH MISSIONS. In the Assembly Hall the Hon. W. A. Charlton (Toronto) presided.

Dr. Carl Mirbt, Professor of Church History in Marburg University, describing German enterprise in the mission field, said that while in England the same missonary was given to any one devoting himself even for a few years to mission work, in Germany it was confined to those who adopted mission work as their life work and were trained for six years. The yearly sum given in Germany for missions had been quadrupled since 1875, largely owing to missonary conferences in various parts of the Empire. A good deal of ground had also been gained in the admission of mission subjects, of course scientifically treated, to the Universities. A German students' Association for Missions had sent out 50 missionaries since 1897, and 64 of its members were now preparing for this profession. Garman mission work was ruled by the idea that they must do it thoroughly, and not be content with enthusiastic emotion. Germans thankfully acknowledged that the great religious mergy of the men urging, "the evangelization of the world in this generation" had remarkably quickened the interest for missions. They rejoiced in this enthusiasm, though they could

not join in it. The Rev. Dr. Ussing, of Copenhagen gave an account of the Dutch and Scandinavian coutributions to missionary work. Holland, he reminded us, had had many zealous missionaries at work as far back as the 17th century, and the progress of modern missions was greatest where those old foundations had been laid. In the wave of 18th century rationalism, however, the Dutch East India Company turned against missions and forwarded the Mahomedan propaganda. To-day there were 35,000,000 Mahomedans in the Dutch colonies, but there was a movement among them towards Christianity, Modern Dutch missions had had very considerable results, in spite of the divisions caused by Liberalism half acentury ago, and public opinion had furned very much in favour of missions. Dr. A. Boegner, director of the Paris Evan-

gelical Mission, described the missionary enterprise of French Protestantism.



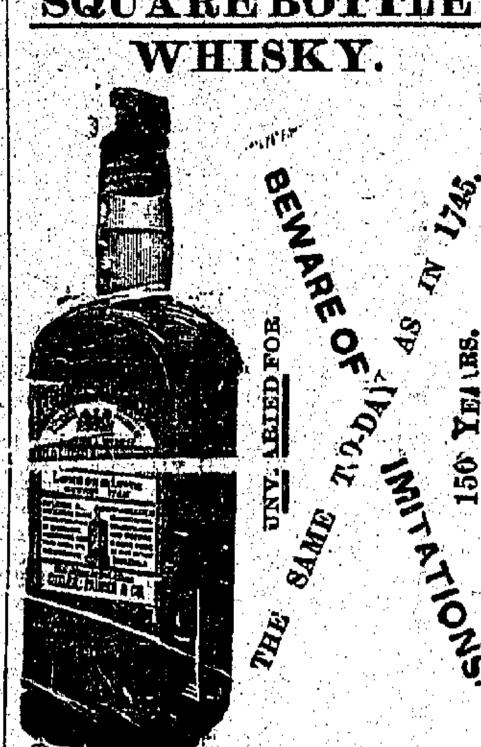
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BUJUN MARU, Japanese str., 1,304, Y. Fuseno 10th July—Shanghai 3rd and Swatow 9th July, General—Osaka Shosen Kaisha. Buyo Maru, Japmese str., 1,816, Yatsayanagi 5th July—Dalay 28th June, Coal—Mitsui Bussan Kaisha.

CAMBRIAN KING, British str., 2,315, T. B True, 9th July-Cardiff 25th May, Patent Fuel-Admiralty. CHINEUA. British str., 1,359. A. S. Havris

30th June-Shanghai 26th June, General -Butterfield & Saire. EMPRESS OF INDIA, British str., 3,032, Robinson, 7th July-Vancouver 15th June. Mails and General-C. P. R. Co. FAUSLANCE British str., 1,410, H. Malkin, 12th

July Saigon 8th July, Rice-Jardine, Matheson & Co. HAIVANG, British str., 1,336, A. E. Hofgins, 9th July-Foschow, Amoy and Swatow 8th July, General-Douglas, Laprails &

HOIHOW, British str., 978, Speedt 12th July-Shanghai 7th July, General—Butterfield & Swre Hue, French str., 742, Panier, 8th May-

12th July-Yokohama via Ports 25th June General Butterfield & Swire. Kohsichang, German str., 1,292, C. Rosiefsky 6th July - Bangkok 30th June, Rice and

Wood-Butterfield & Swire. KOREA, American str., 5,651, S. Sandberg, 4th. July-San Francisco via ports 7th June. General—P. M. S. S. Co.

Kunchow, British str., 1,449, J. D. Martin, 3rd July-Saigon 29th June. Rice and General—Man Fat. WANGTAH. Chinese str., 1,536, J. Pratt, 10th

July—Shanghai 6th July, General—C. M. S. N. Co. MANDASAN MARU, Japanese str., 3,246, K. Shimidzu, 3rd July-Miike 27th June, Coal in

- Mitsui Bussan Kaisha Manshu Maru, Japanese str., 3,254, H. Nishi, 6th July-Moji 28th June, Coal-Toyo Kisen Kaisha MATHILDE, German str, 831, Chr. Ullerup

11th July-Haiphong and Holhow 10th July, General and Pigs-Jebsen & Co. MAUSANG, British str., 1,614, G. S. Weigell. 10th July-Saudakan 4th July, Timber-Jardine, Matheson & Co. MERAPI, Dutch str., 1,597, E. Uldall, 12th

Tye Loone. July - Sigon 2nd July, General - Bradley

NORTHUMBRIA, British str., 2,756, Hadley, 9th July-Miiko 3rd July, Coal-Mitsui Bussan Kaisha. PHEUMPENH, British str., 1,056, J. H. Scott, Locke. 1st July-Saigon 26th June, Riss-Wo

Fat Sing.

Tomes & Co.

LAJAH, German str., 1,275, Reher, 7th July-Bangkok 29th June, Rice-Butterfeld & RUBI, British str., 1,619, A. Fraser, 4th July -Manila 1st July, General-Shewan,

SARIE BANDJER, Chinese str. 667, J. Martin, 29th May-Singapore 22nd May, Wood and Iron-E. C. Wilds. SCANDIA, German str., 4,000, von Döhren, 11th July-Hamburg 27th May, General-

Hamburg-Amerika Linie. THIMAHI, Dutch str., 2,720, Bouman, 11th July-Swatow 10th July, General-Java-China-Japan Lijn. VENELIA, British str., 2,333, H. E. Purdon.

11th July-Moji 3rd July, Coal-Miteui Bussan Kaisha. VICTORIA, Swedish str. 989, Thor. Eckert. 6th July-Saigon 2nd July, Rice and Ricemeal-Wallem & Co VOLUTE, British str., 2,599, H. Jackson, 26th

bulk-Asiatic Petroleum & Co. July-Hongay 4th July, Coal-Jardine. Matheson & Co. WONGKOL German str. 1,115, T. Hecken, 8th RENNIE.

July-Bangkok 29th June, Rico and Meal -Butterfield & Swire. -Saigon 5th July, Rice-Butterfield

YUENSANG, British str., 1,128, P. H. Rolfe, 12th July-Manile 9th July, General-Jardine, Matheson & Co.

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Mr. Packer Capt and Mrs W. C. Mr. D. G. Choesman Passmore Mr. D. Percebois Mr. J. M. Percira Mr. E. Rigold Mr. W. Robinson Mr. Rossum Mr. F. J. Rowley Mr. E. A. Smith Mr. E. E. Smith Mr. Terry

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Mr. & Mrs Tibbs

Mr. J. W. Wilson

Mr. B. Webb

Mrs Stone

Mr. Wm. Pittendrigh

Capt. & Mrs. Schultzen

Dr. Ranfm nn Mr. Konnedy Misses KJ.M. Kennedy Miss Lepreito Mr. G. C. Whitelaw Mr. & Mrs. D. Munrs KINGSOLDER PRIVATE ROTEL C mdr. & Mrs. Acton & Mr. W. H. Tindal King Mr. & Mrs. A. C. Logan Consul J. M. Macedo Mr. E. Arndt Lt. J. S. Arwine, U.S.N. Mr. & Mrs C.C. Mackee Mrs. J. S Arwine and Mr & Mrs.L.D. Mandell Master Mandell Dr. Black Mr. C. M. Meyer Capt & Mrs. Framer Mr. R. S. Morrison Mr. W. F. Brewer Mr. J. A. Offor

HONGKONG TIDE TABLE.

HOIHOW, British str., 978, Speedt 12th July										
Shanghai 7th July, General—Butterfield & Swret. Hue, French str., 742, Panier, 8th May—		HIGH WATER. LOW WITH						ITHE.	illy and	
Haiphong 5th May, General—A. R., Marty, INABA MARU, Japanese str., 4,837, K. Kawara,	Day of Weeks.	Posts Forts	Hous	igkeng Time	Heigh;	Mo	ongkong an Timo.	Helebb.	•	
11th July—Seattle via Ports 7th July, General—Nippon Yusen Kaisha. Kaifuku Maru, Japanese str., 1,903, S. Suda,	Thur		133	b. 10. 5 67 2 85 s	ft. n. 4 0 4 9	120	h. vo. 8 2 1 9 25 4	16. in 3 9	-	
6th July—Moji 30th June, Coal—Mitsui Bussan Kaisha.	Pri.	15 16	70 200	6 18 5 18	4 4 6 H	M	10 2> 10 8 1 0 4 1	3 7 9 8 3 2	٠. ١٢	
KREMUN, British str., 5,866, R. J. Conradi, 9th July—Kuchinutsu 5th July, General— Butterfield & Swice.	Mon.	17 19	101. 102	7 6 m d 22 6 10 m	5 7 3 9 6 2		1 4 a 11 85 a 1 45 a	2 7 2 1		
Kintuck, British str., 4,616, A. G. R. Paddle, 12th July—Yokohama via Ports 25th June,	Tues.		na M	6 05 9 4 m 7 26	6 5 8 9 2 0	BD)	0 (6 2 3 1 5 0 54	3 4 1 6		
General Butterfield & Swire.		[9 49 m	4 0		B 1 a	li.i	-	

HONGKONG METHOROLOGICAL REGISTER

Hongkong Observatory, July 13th

	Previous Day 806 p.m.	On Date at	on Date
arometer Componeture	29.70 85	29.73 86	29.64 86
Inmidity		74 SW	74 BSW
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Highest open air Temperature on 12th 5? Lowest open air Temperature on 12th 81

MESSRS. FALCONER & CO.'S REGISTER.

July 13th. Barometer 9 A.M. 20.74 Therm. (Wetbuth) 9 A.M. 80 Barometer I P.M.. 29.71 Therm. (Watbulb) Lr.m. 80 Barometer 4 P.M. 29.68 Therm. (Wetbulb) 4 P.M. 80 July-Samarang 4th July, Sugar-Kim Thermon. 9 a.m. 83 Therm. Maximum85 Thormom. 1 P.M. 84 Thorm. Miniman over

PASSENGERS.

ARREVED. Per Kwongsang, from Shanghai, &c., Mr W. Per Haiching, from Coast Ports, Mrs Arnold.

Dr. Moorhead, Messrs Robinson, Roch and Per Kleist, for Hongkong, from Bremen, Messrs Fr. Meerkaty and P. Hemingson; from Southampton, Messrs C. C. Yen, H. L. Yu and W. Hrachan: from Genca, Mrs Gordon Dunsher. Mr and Mrs Bamert, Messra K. Schertel, H. Arbinger, F. Schimualphung, K. Gottschalk, Kastin Mebuer, L. Langelittig and Santigo Arteaga; from Naples, Mr Otto Witte; from Singapore, Dr. Kaufmann, Messrs C. Leege, and P. Bidstrap.

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs

Service, Anthor of "The Mystic Flowery Land," etc.). June - Singapore 19th June, Petroleum in /TIHE VOLUME which consists of 461 Pages, and includes a Sketch Plan of WAISHING, British str., 1,200, Holmwood, 6th historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A.

Its description of Chinese Social Customs and Superstitions, combined with the insight it WUHU, British sir., 1,227, A. Tucker, 9th July | gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese

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TO DAY 9.30 r.M.-Hippodrome Circus and Menagerie, at Cansoway Bay.

FORTHCOMING EVENTS. Tuesday, 9th August-Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

SHIPPING.

ARRIVALS. CARMANTHENSHIRE, British str., 4,747, R. L. Daniels, 13th July-Singapore 8th July, General-Jardine, Matheson & Co. FURUI MARU, Japanese str., 4,089, Y. Murakani, 13th July-Moji 6th July, Coal-Mitsui

Bussan Kaisha. GLENFARG, British str., 3,250, W. L. Hartnell, 12th July-Mexico 11th June-Shewan Tomes & Co.

HAICHING, British str., 1,267, W. C. Passmore, 13th July-Foothow, Amoy via Swatow 12th July, General-Douglas, Lapraik &

HALIOTIS, Dutch str., 2,047, Zwart, 12th July -Singapore 5th July, Petroleum-Asiatic Petroleum & Co. HINBANG, British str., 1,536, Smith, 13th July -Java 5th July, Sugar-Jardine, Malho

son & Co. HOLSTEIN, German str., 1,113, D. Henk, 13tl July-Tourane and Hoihow 12th July Coal and General-Jebsen & Co. Ichano, British str., 1,228, K. E. Tuebben

13th July - Saigon 9th July, Rice-But torfield & Swire. KWANGLEE, Chinese str., 1,468, Lincoln, 13th July-Shanghai 9th July, General-C. M. S. N. Co.

KWONGSANG, British str., 1,428, Richard, 13th July-Shanghai and Swatow 12th July General-Jardine, Matheson & Co. LANDRAT SCHEIFF, German str., 1,112, Strave, 13th July-Bangkok 5th vi Swatow 12th July, General-Siemssen

TJILATJAP, Dutch str., 2,470, A. W. La Roog 12th July-Milke 5th July, General an Coal-Java-China Japan Liju. YUNNAN, British str., 1,206, Owen, 13th Jul -Tsington 7th July, General-Butterfield

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

& Swire.

13th July. Bujun Maru, Japanese str., for Swatow. Chinhua, British str., for Shanghai. Keemun, British str., for Manila. Kwanglee, Chinese str., for Canton. Kwongsang, British str., for Canton. Mathilde, German str., for Haiphong. Theumpenh, British str., for Saigon. Roon, Corman str., for Europe, &c. Tillatjap, Dutch str., for Batavia.

DEPARTURES. 13th July. Anchin. German str., for Bungkok. CAPRI. Italian str., for Singapore. CHINKIANG, British str., for Swatow. CHIPSHING, British str., for Tientsin. GREGORY APCAR, British str., for Shanghai, HAKATA MARU, Japanese str., for Singapore. HOTHOW, British str., for Conton. JOHANNE, German str., for Holhow, KLEIST, German str., for Shanghai. Kumsang, British str., for Singapore. NINGCHOW, British str., for Kobe. SEATTLE MARU, Japanese str., for Keelung.

VESSELS ON THE BERTL

"GLEN" LINE OF STEAMERS.

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THE Steamship

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Hongkong, 14th July, 1910. "INDRA" LINE, LIMITED.

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"INDRADEO." Captain W. H. Lea, will be despatched as above on SATURDAY, the 23rd July. This Steamer has superior accommodation for a limited number of First Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 12th July, 1910.

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KUMERIC ... 20th Oct. AYMERIC ... 20th Nov. Bills of Lading issued to Victoria, Vancouv r

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To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections communcing from Green Island. Vessels anchoring nearest Kowleon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharl "k.w." together with the number denoting the section. SECTIONS.

4. From Naval Yard to East Point. 3. From Blake Pier to Naval Yard. 2. From Harbour Master's to Blake Pier. 1. From Green Island to the Harbour Master's.

.	DESTINATION.	vešsel's names.	VIAG & BIG	BERTE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
	and the second of the second o		Brit. str.		G. M. Montford, R.N.R.	P. & O. S. N. Co	To-day, at 3 P.M.
	LONDON & ANTWERP VIA SINGAPORE. &C	GIONTOUT	Brit str			SHEWAN, TOKES & CO	OH TOME THE
1	LONDON, HAMBURG & ANTWERP	PEMBROKESHIEE	Brit. str		Haves	JARDINE, MATHEBON & CO., LD	TO-INCLIAN.
1			Brit. etr.	-	G W Gordon R.N.B	P. & O. S. N. Co	On Zara inst., at 19001.
ļ	LONDON, &c., VIA USUAL PORTS OF CALL	SITHONIA	Ger. str	k. w.	Brehmer	The state of the s	On 23rd inst.
l	ROTTERDAM, HAMBURG & ANTWERP, &c		100	k w	Sachs		On 10th Aug.
ļ	ROTTERDAM, HAMBURG & ANTWERP. &c	Indien	Dan. str	The second second second second	**************************************	Melchers & Co	End of Aug. End of July.
۱	COPENHAGEN & ST. PETERSBURG	1 to	T		のでは、100mmの	Melchers & Co	On 13th inst.
I	COPENHAGEN HAVRE, BREMEN & HAMBURG VIA STRAITS, &C.	ARABIA	Ger. str	k.w.		Hambueg-Amerika Linie	
	. ቀመ ል ቀመምራቸና ነው?" "የፕሮሲኖርያ ሲያለውን የተመደረ ነው። የአምርት እንዲያ በነውር ይህ በ12% እና ለሚያለው እንዲያ እንዲያ እንዲያ እና እር	BRASILIA	Ger. str	E.W	Filler	HAMBURG-AMERIKA LINIE	On 1 h Aug.
	· · · · · · · · · · · · · · · · · · ·	SCANDIA	Gor. ser	k, w.	v. Dohren	HAMBURG-AMERIKA LINIE	
1	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	ATSUTA MARU	Jap. str	<u> </u>	Wm. Thomsen	NIPPON YUSEN KAISHA	
1	MARSEILLES, LORDON & ARTUELS OF CALL	TONKIN	Fren.str.	. • • • • • • • • • • • • • • • • • • •	Charbonnel	MESSAGERIES MARITIMES	
-	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &C				A. E. M.OSES	NIPPON YUSEN KAISHA	On 29th inst.
	MARSEILLES & HAMBURG VIA STRAITS, &c	MECKLENBURG	Ger. str.	E. W.	Malchow	HAMBURG-AMERIKA LINIE	On 3rd Aug., at D'light
	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	KAGA MABU		-	M. Hagino	MELCHERS & CO	To-day, at 10 A.M.
	ATA OT TEG GERAL ATGIERS, GIBRALTAR, OU.	TANDOM CONTRACTOR STATES		 1 2 3 4 5 6 7 8 7 8 7 8 8 9 9	H. Kenu	BANDER, WIELER & Co	On 27th inst., P.M.
	TRIESTE. &c., V'A SINGAPORE. &c	E Edition Asset assets			P. Giurgevich		On 23rd inst.
			Brit. str	• • • • • • • • • • • • • • • • • • • •	W. H. Lea	DODWELL & Co., LTD	On 30th inst.
•		I THACKS	, Brit. str	•	and the second s	I SERVICE AND TOWNING ACTION	About 5th Aug.
.	I MATERIAN IS A GRAD THEM VIA FORTH DE COCO CAMA	11 11 11 11 1 1 1 1 1 1 1 1 1 1 1 1 1			The state of the s	A A PARKATERA DE PERCENDES EN UNE ABLEA - LA PARE	Of Tome sward man
•	1					PARTY AND PARTY TO BE CO	I OF 100's Wals, at mount
. '			. Drit, Str,	420	K Kawara	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
1	1		I'l Ambl was t	B. B. C. Grand and A. Martin, Phys. Lett. B 50, 120 (1997).	J. Boyd		On Zour met.
•	[475 /981/54D T A	PLANTAL MARKANIA AND AND AND AND AND AND AND AND AND AN	1			A D	On 26th inst.
		The state of the s			K. Sato	(4) (4) (4) (4) (4) (4) (4) (4) (4) (4)	On loth Aug., at 4 P.M.
•	\$ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	C INDIDE PLANT IN	Pill months many t	Total Color	I. Goto	OBAKA SHOSEN KAISHA	On 10th Aug., at Noon.
,	tom and the arrest REPERION CEAR JAPAN	· PORTOROUS ANALYSIS OF A	· Contra man s			Toyo Kisen Kaisha	On 25th Aug, at Noon.
	LOALTAO, TOUTOUE, &C., VIA JAPAN PORTS, &C.	" INTIAL DIVINO " 641 .	a. The call of the		G. W. Eidy	BUTTERFIELD & SWIFE	On 27th inst, at 4 P.M.
, .	I ATISTRATIAN PORTS TIA MANIMA	CHANGSHA		• • • • • • • • • • • • • • • • • • •	M. Yagi	NIPPON YUSEN KAISHA	On 5th Aug., at Noon
L	1 ATISTRATIAN PORTS YIA MANILA	KUMANO MARU	Jan etc.		M. Winckler	NILPON YUSBN KAISHA	On 2nd Sept., at Noon.
5 .	LETSTRALIAN PORTS VIA MANLUA	COBLENZ	Ger str	•	H. Raegener	MELCHERS & Co	On 16th inst., at D'light
Ì	ATISTRALIAN PORTS VIA MANILA	HITACHI MARU	Jon str		N. Mathieson	NIPPON YUSEN KAISHA	On 21st inst., at Noon
,	KOBE & YOKOHAMA	PRINZ WALDEMAR			F. Isecke	MELCHERS & Co	About 26th inst.
1	YOROHAMA AND KOBE	KUMANO MARU			M. Winckler	TATE OF COMMENT AND ADDRESS OF THE PARTY OF	On 3rd Aug., at Noon
	THE TAX SECTION DOLLAR SECTION OF THE SECTION OF TH	KANAGAWA MARU	Jan. str.		C. H Butler		To morrow, at 5 P.M.
7		TJIMAHI			Bouman	JAVA-CHINA-JAPAN LIJN	Once despated.
ď	I TAPAN	130			V. McClyonmt-Lidde	JARDINE, MATHESON & Co., LD.	On 25th inst., at Moon
	TIENTSIN			lm.	E. Forsyth	BUTTELFIELD & SWIEE	On Jan
: '	CHEFOO & TIENTSIN				v. Döhren	The state of the s	To day.
	SHANGHAI, KOBE & YOKOHAMA	W BUJUN MARV	Jap. str.		Y. Fuseno	OBAKA SHOSEN KARSHA	To-day, at 10 A.M.
•	SHANGHAI VIA SWATOW. AMOY & FOOCHOV	the state of the s			A. Harris	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
Ċ	SHANGHAI, MOJI, KOBE & YOKOHAMA.	SUNDA			R. A. Peters	P. & O. S. N. Co JARDINE, MATHESON & Co., LD	To-morrow.
١.	SHANGHAI, MOJI, RODE & TOROLLA	KWONGSANG	72		F. Wheeler	The second secon	On 17th inst., at D'ligh
· ·	SHANGHAI	ANHUI	Brit. str.	, 1 m.		BUITERFIELD & SWIRE	
	SHANGHAI KOBE & YOKOHAMA	POLYNESIEN			Bruno	SANDER, WIRLER & Co	
٠.	SHANGHAI, YOKOHAMA & KOBE	SILESIA	Aus, str.		E. Radonicich		
٠•	SHANGHAL MOJI & KOBE	BINGO MARU	Jap. str.		S. J. G. Parsons		About 21st inst.
٠			Brit. str.	•••	Owen Jones, R.N.B.	JARDINE, MATHESON & Co., LD	On 26th inst., at Noon.
- :	The secretary with the Control of th	FR. T. T. T. C. C. C. C. L. SALL SALL	Brit. str.	D10	「「「」」「「「「」」「「」」「「」」「「」」「「」」「「」」「「」」「」「」「	Hamburg-Amerika Linie	On 28th inst.
٠,	LOTTAMOUAT KORB & YUKUHAMA	* DVYOUTH ***		7. The state of th	Hildebrandt	MELCHERS & Co	End of July.
	OTTATIONAL POPOHAMA & ROBE	INDIEN	Dan, Bur.				
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		ALLES ADDRESS OF THE STATE OF T		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Y. Yamamoto		On 20th inst., at 10 A.A
	The angle of the control of the cont		At I see Direction	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	H. Murayama		On 17th inst., at 10 A.M
:		TARREST TARGET AND TAR	**	■ 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1	W P Brymer	Butterfield & Swiee	To-morrow, at 4 P.M.
٠.	- 1. A	IN LEGACIONAL INC.	The second second	and the second of the second o		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
	- Lagrangia and the control of the lagrangia and the control of th	The CANAL PARTY AND THE STATE OF THE STATE O			W. C. Passmore	DOUGLAS LAPBAIK & UO	"Lo-morrow, Bu IO A.M.
• :	of the way of the TREE of ACTION TO BE THE MORE HAD BEEN ASSESSED AND A SECOND OF THE PROPERTY	IN CLARACISTATIVE IN 1941	Maria management	755 No. 1 1	J. W. Evans	DOUGLAS LAPRAIK & Co	On 19th inst., at 10 A.3
	RWATOW AMOY & FOUCHUM	I DATE OF THE STATE OF THE STAT			P. H. Rolfe	JARDINE, MATHESON & CO., L.	To-morrow, at 4 P.M.
:	A READTLAND LINE LINE LAND LAND LAND LAND LAND LAND LAND LAND	TOTAL TOTAL			R. Rodger	SHEWAN, TOMES & Co	., On 16th inst., at 5 P.M
• :	A THE A TOTAL A SECOND		ini in la companya di Marana d		A. W. Onterbridge	BUTTERFIELD & SWIRE	On 19th inst., at 3 P.M.
	大手 · 秦 新 · 斯 · 斯德特特· · · · · · · · · · · · · · · · · · ·				S. J. Payno	JARDINE, MATHESON & Co., L.	
:	그부터 그 그 김 프로그는 그 사람들은 사이를 가는 사람들이 가는 것이 되는 사람들이 가장 되었다.		Brit. str.	5 P. C.	A Fraser	SHEWAN TOMES & CO	On 23rd inst., at Noon
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	The Property of the Control of the C		7		Weigall	JARDINE, MATHEBON & Co., L.	o On 20th inst, at 4 P.M
_	SANDAKAN	BORNEO	Ger. str.	ar an an 🖠 a 🕶 a tao an	F. Sembill	MELCHERS & CO	End of July.
. : :::	KUDAT & SANDAKAN BOMBAY VIA SINGAPORE & COLOMBO	CEYLON MARU	Jap. str.		Fred. Pyne	NIPPON YUSEN KAISHA	On 26th inst.
_	,一步,一点一点一点,一点,一点,一点,一点,一点,一点,一点,一点,一点,一点,一点	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN T	* 4444 * *****************************	-	M. B. Lake		Quick despatch.
-	TRINGAPORE PENANTO COUCULAR OF THE	in many training and the second	There ates		Zwart	JAVA-CHINA-JAPAN LIJN	** il Amor nephomi
٠.	BATAVIA, CHERIBON, SAMARANG, &c	LUILATUAL SAL SALS	THE PARTY OF THE P	e tari ng a taring a salah ba		in Paragonal and an artist of the control of the co	And the state of the

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Steamer.	Tons. Captain.	To Sail on or About.
AYMERIC	4,363 J. Boyd	26th July.
OCEANO KUMERIC AYMERIC	4,657 F. W. Davies 6,232 G. B. McGill 4,362 J. Boyd	27th September. 20th October. 20th November.

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Hongkong, 30th June, 1910.

BREMEN IMPERIAL GERMAN MAIN IIINES.

Tons TO SAIL STEAMERS. FOR NAPLES, GENOA, ALCIERS, (Thursday, 14th "ROON" GIBRALTAR, SOUTHAMPTON, Capt. H. REHM July, at 10 A.M. ANTWERP & HAMBURG Saturday, 16th MANILA, ANGAUR, YAP, NEW-"COBLENZ" Capt. H. RAEGENER July, at D'light GUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ WALDEMAR," 6,100 About YOKOHAMA & KOBE Capt. F. ISEKE 5,050 End of July, KUDAT and SANDAKAN ... Capt. F. SEMBILL

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Hongkong, 17th July, 1910,

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

생생님 사람들은 사람들은 사람들이 가장 하는데 보고 있다면 가장 하는데 가장 사람들이 되었다. 그렇게 되었다면 다른데	그렇다는 사람들은 가입하다 한국적 전 화를 살아가게 전혀가 되었다. 가는 것은 병사가 하는 것이었다.
사람이 있는 여기 맛이 하는 한다는 전에 가지 모습이다고 들은 전 10년에 가장하셨다. 나가 되는 다 하다	From St. John, N.B.
From Hongkong.	
15일을 나는 하는 일 없는 17학생님의 사용 경기 등이 가는 것은 것은 것은 사용하는 함께 있다.	From Quebec.
하다. 그리는 항상 경험이 보고 있다. 그는 물속하는 것이 하다는 말 중심한 등에 하는 시간에 작물을 받는다.	THE PERSON AND THE PE
"EMRPESS OF INDIA" SAT., 16th July	"EMPRESS OF IRELAND"Fal, 12th Aug.
	"ALLAN LINE" FRIDAY, 2nd Sept.
"EMPRESS OF JAPAN" SAT., 6th Aug.	Harman San Report
TARABATTA ACT TO BE COMMON AND 16th Anne	
"MONTEAGLE" TUESDAY, 16th Aug.	The state of the s
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EMPRESS OF INDIA SAT. 1/th Sept.	"ALLAN LINE" FBIDAY, 14th Oct.
CONTRACTOR OF THE TAIN AND COME OF OAK OAK	"EMPRESSOF IRELAND" bei., 4th Nov.
EMPKESS OF JACAN SAT., COL COL	
"我们,我们就是一个人,我们就没有一个人,""我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就会会会会会会会会会会会会会	ニーリングにんしゅうこん スキタボール コング・ロットごうしょ 薬事 ひっこう めそういじゃ せいとりょう さくりょうだい ブラリック スタル連り

Steamships leave HONGKONG at 6 P.M. "Empress at 12 Noon. "Monteagle"

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 271.10 Intermediate on Steamers and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionsries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier

MESSAGERIES MARILIMES

FORTNIGHTLY BERVICE TO AND FROM EUROPE

VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

TO BAIL. STRAMEBS FOR "POLYNESIEN" SHANGHAI, KOBE & On 18th July, P.M. Capt. Bruno YOKOHAMA ... "TONKIN" On 19th July. MARSEILLES VIA PORTS Capt. Charbonnal 1 P.M. "ERNEST SIMONS" On 2nd Aug. MARSEILLES, VIA PORTS Capt. Girard

Transhipping on the Co.'s Steamers at Singapore for Batavia , at Colombo for Calcutta, Bombey and Australia; at Port Said for the Levente, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s, up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 7th July. 1910.

Queen's Building.

P. THOMAS, AGENT,

VESSELS ON THE BERTH

"BHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"PEMBROKESHIRE," Captain Hayes, will be despatched as above This Steamer has superior accommodation or First-Class Passengers at Cheap Rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon. For Freight or Passage, apply to JARDINE, MATHESON & Co., LD.,



Hongkong, 8th July, 1910.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECE). Calling at SINGAPORE, PENANG CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZIES)

to Persian Gulf, Red Sea, Black SEA, LEVANT, VENICE, and ADRIATIC PORTS). THE Company's Steamship

- "PERSIA," Capt. P. Giurgevich, will be despatched as above on WEDNESDAY, the 27th July, P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

apply to SANDER, WIELER & Co., Princes' Buildings. Hongkong, 6th July, 1910.

For information as to Passage and Freight.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUNTAL, AMBRICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, carrying His-Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 23rd July, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Moldavia," 9,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed vin Bombay by the R.M.S. "EGYPT," due in London on the 4th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents. and value of all packages are required. For further particulars, apply to E. A. HEWETT,

Superintendent. Hongkong, 11th July, 1910.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co FOR BOSTON & NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.) WRAY CASTLE," { On or about 6th. August. For freight and further information apply to-

SHEWAN, TOMES & Co., General Agents. Hongkong, 13th July, 1910

Gutler. Palmer & Go.'s

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AGENTS

HONGKONG,

STEAM NAVIGATION COMPANY.

STBAMKRS	TO BAIL	RMADES
SUNDA	On 15th July	Freight and Passage.
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그렇게 하는 사람들은 사람들이 되었다. 그 사람들이 가장 이 경험을 가지 않다.	મહેલા માટે પુત્ર હતું મુખ્ય તેમ છે. જે ફિલ્મોલી મેન્યું છે	
, apply to		
	Superinte	
	MALTA Capt. G. M. Montford, R.N.R. SUNDA Capt. R. A. Peters SSAYE Capt. Owen Jones, R.N.R. DELHI Capt. G. W. Gordon BANCA Capt. Collyer	MALTA Capt. G. M. Montford, R.N.B. SUNDA Capt. R. A. Peters SSAYE Capt. Owen Jones, R.N.R. DELHI Capt. G. W. Gordon BANCA Capt. Collyer apply to E. A. HE

SAILINGS SUBJ	ECT TO ALTERAT	MON.
SWATOW, SHANGHAI & CHINKIANG	STHAMBES "CHUNKIANG"	TO SAIL.
SHANGHAI	"CHINHITA"	On 14th July, 4 P.M. On 14th July, 4 P.M.
SWATOW, AMOY & SHANGHAI	"HOTHOW"	On 15th July, 4 P.M.
SHANGHAI	"ANHUI"	On 17th July, D'ligh
CEBU & ILOILO	"SUNGKIANG"	On 18th July, 4 P.M.
MANILA CHIEFOO A CITATORIA	"TEAN"	On 19th July, 3 P.M.
CHEFOO & TIENTSIN MANILA, ZAMBOANGA, THURS	"HUICHOW"	On 21st July, 4 P.M.
DAY THEAND COOK TOWN	1 . 空气管 2. 20 电影 1. 20 电电极电影 克	
DAY ISLAND. COOKTOWN, CAIRAS, TOWNSVILLE, BRIS.	"CHANGSHA"	On 27th July, 4 r.m.
BANE, SYDNEY & MELBOURNE		
DIRECT SAILINGS TO	WEST RIVER Twice	Weekly.
B.B. "LINTAN	" "TITALS OF SIS Lone"	
AUSTRALIAN STEAMERS have	6 Buperior accommodation	with Electric Light
throughout and Electric Fans in the St	sterooms. A driv gralific	Anterior to comment

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILATWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon,

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHEVAN," CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsza

and Northern China Ports N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 O'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passage apply to-BUTTERFIELD & SWIRE, Hongkong, 14th July, 1910 AGENTS.

EAST ASTATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATICCO., LD GOTHENBURG.

		BJECT_T	O ALTERA	TION.		
DESTINATI			STEAME	18	DATE	OF BAILING
-SHANGHAI, YOK	OHAMA an	d KOBE	"INDIEN	***	End of	and the second of the second
COPENPAGEN			"BIAM".		End of	Algeria de Mariera de Cardenia de Card Cardenia de Cardenia de Ca
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	r Particulars	and the second second second		MELOHI		
Hongkong, 2nd J					ents.	UU.,

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

	Occupying 9 to 10 Days).	
STEAMSHIPS	CAPTAIN LHAVING.	
"HAICHING"	Capt. W. C. Passmore. FRIDAY, 15th July at 10	
"HAITAN"	Capt. W. C. Passmore FRIDAY, 15th July, at 10 A. Capt. J. W. Evans TUESDAY, 19th July, at 10 A.	1
		Ą,

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed. For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 9th July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED	SAILINGS FROM HO	NGKONG (SUBJEC	T TO ALTERATION
	TOB CONTRACTOR SALES	BTEAMERS	TO SAIL.
* MANIDA		" YUENSANG ""	Criday, 25th July, 4 P.M. Saturday, 16th July, Noon.
I SANDAKAN		. "MAUSANG"	Wod'day, 20th July, 4 P.M.
* MANITA	திரிய நிறு நிறு நிறு நிறு நிறு நிறு நிறு நிறு	"LOONGSANG" I	riday. 22nd July. 4 P.M.
	, kobe & moji,	"KUTSANG"	uesday. 26th July. Moon.
* TIENTSIN	e, penang & calcutt	A UHLEON GSHING	Tuesday, 26th July, Noon,
	RETIRN TO	TRS TO TA	PAN

The Steamers "KUTSANG," NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Meji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light

+ Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4. I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER [14] Hongkong, 14th July, 1910.

HAMBURG-AMBRIKA DINLE HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Sallings from JAPAN, CHINA and PHILIPPINES, vis STRAITS and COLOMBO to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa and other Mediterranean, Levantine, Black Sea and Baltic Ports,

and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

	HUMEWARD.
	FOR HAVRE, BROMEN & HAMBURG:
OUTWARD.	S.S. ARABIA 19th Trit
	PUR HOTTERDAM HAMRURG & AMTOR
R SHANGHAI, KOBE & YOKOHAMA:	S.S. SITHONIA
S.S. SCANDIA 14th July.	POR HAVRE & HAMBURG
S.S. SAXONIA 28th July.	S.S. BRASILIA 25th Jul
그는 가게 하는 그들은 바다가 하는 이 생님이 지름하는데 다른 사람들은 그렇다는 그를 하는 물리가 하게 싫어요.	FOR MARSEILLES & HAMBURG:
S.S. SPEZIA 12th Ang.	S.S. MECKLENBURG 29th July
S.S. ALESIA 26th Aug.	FOR ROTTERDAM HAMBURG & ANTWER
S.S. AMBRIA 8th Sept.	S.S. SEGOVIA 10th Aug
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA 17th Aus

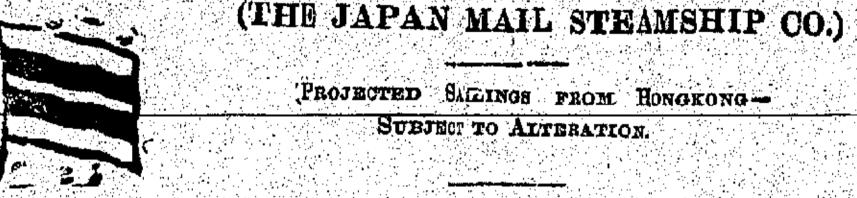
SOUTH AMERICAN LINE.

Hongkong Office.

LINIE,

CALLAO	IQUIQUE.	REGULAR STE VALPARAISO	AMSHIP SERVICE O. etc.: Via N	FOR	, чоконама,
	HONOLULU,	MANZANILL	O MED SALIN	A CRUZ (M	Exico).
SS. KI	YO MARU		17,20) tons gross	Sail A	1910, .ug. 25th, at Noon.
S.S. H.C.	NGKONG MA	.RU	10,500 , , , , , , , , , , , , , , , , ,	"Ö	et. 23th, at Noon. et. 22nd, at Noon. Dec. 21st, at Noon.
For	particulars appl	y to	N. YAN	TADA, Acting	. Manager.
17 hande			TOYO KISEN	KAISHA, R	ing's Building.

NPPONYUSENKAISHA



Hagkong, 6th July, 1910.

Hongkong, 12th July, 1910

STRAMERS SATLING DATES.

	MISHIMA MARC	Tasley and Translitude
REFILLES, LONDON and NTWERP, via SINGA-		9,000 July, at Daylight.
ORE, PENANG,	KAGA MARU Capt. M. Hagino,	7.000 WED'DAY, 3rd Aug., at Daylight
OLOMBO and PORT	ATSUTA MARU	WED'DAY, 17th
		9.000 And et Davlicht

VIOLUMEN BUILD SEATILE	Capt. J. Nigao, 7,000	Aug., from Ko
VICTORIA, B.C. and	(INABA MARII	TUESDAY, 19th
SHANGHAI MOJI KOBE	Capt. K. Kawara, 7.000	July, at 4 r.m.
YOKKAICHI, SHIMIZU and YOROHAMA	TAMBA MARU Capt. K. Sato, 7,300	TUESDAY, 16th Aug, at 4 P.M.
SYDNEY and MELBOURNE,	NIKKO MARU	FRIDAY, 5th
via MANILA, THURSDAY ISLAND, TOWNSVILLE	Capt. M. Yagi. 6.050	Aug., at Noon.
and BRISBANE	KUMANO MARU Capt. M. Winckler, 6,000	FRIDAY, 2nd Sept.

DAIREN, KOBE, YOKKAI-JI KANAGAWA MARU FRIDAY, 15th July, CHI and YOKOHAMA ... Capt. C. Il Butler, at 5 P.M. BHANGHAI, MOJI and BINGO MARU WED'DAY, 20th

Capt. S. J. C. Parsons, 7,000 July. KOBE and YOKOHAMA HITACHI MARU THURSDAY, 21st Capt. N. Mathieson, 7,000 July, at Noon, BOMBAY via SINGAPORE CEYLON MARU TUESDAY, 26th and COLOMBO Capt. Fred Pyne.

NAGASAKI, KOBE and KUMANO MARU WED'DAY, 3rd YOKOHAMA Capt. M. Winckler, Ang., at Noon.

CHEAPEST BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Mara" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. \$120 1st CLASS \$110 \$100 **\$90** \$80 70 60 2ND \$50

With Optica of rail between Calling Ports in Japan.

§ Fitted with New System of Wireless Telegraphy. Cargo only. Carries Dock Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers, Round-the-World Tickets also issued, Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Buldings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

Hongkong, 14th July, 1910.

KUSUMOTO. MANAGER [13-125



COMPANY, LIMITED.

STEAMSHIP	Голз.	Captain	FOR	O SAT	LING DATE.
RUBI	2540 R.	Rodger	Manila	THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED I	h July, 5 P.M.
ZAFIRO	2540 A.	Fragor	Manila	On 23r	d July, Noon
For Freight or	Passage apply to		SHEV	VAN. TOM	

SHEWAN, TOMES & Co., General Managers.

OSAKA SHOSEN

KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Leding to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMBRS	Tons	Leaves.
ACOMA VIA KEELUNG	"CHICAGO MARU" Capt. I. Goto	(Gross reg.) 6,192	WED'DAY, 10th
MOJI, ROBE and YOKO HAMA	"TACOMA MARU" Capt. H. Yamamoto		Aug., at Noon WED'DAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low. Rates. Bost adapted rooms for carrying Silk, Treasure and Purcels. Special attention

HONGKONG, SOUTH CHINA COAST PORTS & FORMONA

	CONTRACTOR AND	COUNTON SERVICE
FOR	STRAMERS	LEAVES.
SHANGHAI YIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. Fuseno	THURSDAY, 14th July, at 10 A.M.
TAMBUI VIA SWATOW & AMOY ANPING VIA SWATOW	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 17th July, at 10 A.M.

WED'DAY, 20th July, Capt. Y. YAMAMOTO at 10 A.M. Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910. Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine, The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA. MANAGHR

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE: -LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION OF 1910. Head Office for the Far East:-Japan Office.

16, DES VŒUX ROAD, HONGKONG.

32. WATER STREET. YOKOHAMA.

The P. & O. S. N. Co.'s str. Malta is due

The P. & O. S. N. Co.'s str. Sunda leit.

Singapore for this port on the 8th instant, at 5

The German str. Borneo left Sandakan on the 9th instant p.m., and may be expected here

The Bant Line Ltd.'s str. Aymeric left Van-

The Mogul Line str. Lothian left United

The Mogal Line str. Lennox left Singapore

The "Glen" Line str. Glenearn left Singa-

The O.S.K. str. Chicago Maru left Tacoms

for this port via Japan and Manila on the 25th

ultimo, and is expected here on or about the

SHIPPING REPORTS.

The British str. Ichang reports: Moderate

The British str. Haicking reports: Moderate

The Chinese str. Kwangles reports: Strong

S.W. wind with fog and heavy rain to Tung

Yung; theace to port, moderate S.W. wind

The British str. Carmarthenshire reports:

Light winds smooth sea to about 5 degrees N.

then moderate Southerly winds and moderate

ses, cloudy with showers untill 2 degrees N.;

The British str. Yunnan reports: The

voyage began with moderate S.E. wind, rain

and fog to Saddles; fresh S.W. wind, occasional

for and high head sea to the Brothers; thence

Southerly winds, smooth sea and fine weather.

pore on the 11th instant, and is due here on or

on the 10th instant, and may be expected here

Kingdom on the 10th instant for Hongkong

couver, B.C., on the 4th ult for Hongkong via

p.m., and is due here to day at about 6 a m.

here at daylight to-day.

on or about the 16th instant.

S.W. monsoon and fine.

and heavy weather.

then fine into port.

about the 18th instant, at daylight.

to-morrow.

via Straits.

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VOUX ROAD.

VESSELS EXPECTED.

THE INDIAN MAIL. The Apcar str. Japan left Moji on the 9th instant morning, and may be expected here this

The Indo-China str. Kutsang left Calcutta for the Straits and Hongkong on the 7th inst. THE PRENCH MAIL. Japan porta

The M.M. str. Polymeren, with the French Mail of the 19th ult., and mails from London of the 18th ult, left Singapore on the 11th inst, at noon, and will arrive here on Monday morning the 18th inst. THE AMERICAN MAIL.

The T.K.K. str. Nippon Maru left Yoko. hama on the 11th inst. en route to Hongkong, and is due to arrive at this port on the 19th

The P.M. str. Siberialeft San Francisco on the 28th ultimo for Hongkong, via Honolulu, Japan and Manila, and is due to arrive here on the 29th inst. The P.M. str. China left San Francisco on the 6th instant for Hongkong, via Honolulu,

Yokohama, Koba, Nagasaki and Shanghai, and is due to arrive at this port on the 3rd prox. The P.M. str. Mancheria will leave San Francisco on the 12th instant for Hongkong. via Honolulu, Yokohama, Kobe Nagasaki and Shanghal, and is due to arrive at this port on the 8th prox.

THE CANADIAN MAIL. The C.P.R. Co.'s str. Monteagle left Vancouver on the 30th ultimo a.m. for Hongkong via usual ports of call. The C.P.R. Co.'s str. Impress of Japan left Vancouver on the 6th instant a.m. for Hongkong via usual ports of call.

THE AUSTRAMAN MAIL The E. & A. str. Empire left Sydney on the 6th inst. for Queensland Ports, Timor, Manila and this port.

MERCHANT STEAMERS. The I.G.M. str. Rook left Shanghai via Foochow on the 9th inst., at 8 p.m., and may be expected here to-day.

fine weather to port. YESSELS IN DOCK.

KOWLOON DOCK .- Saris Bandjer, Houngho, The I.G.M. str. Cobletz left Bucmmouse on the 10th instant, at noon, and may be expected chang.

TAIKOO DOCK—Union Hephaestus, Rubi. The L.G.M. str. Cobletz left Kuchinotsu on Sur Cheong Gloria, Dragon, Haiyang, Kohsi-

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43-3]		And the second s	
POST OFFI	CE NOTICE		San
10 Only fully prepaid letters and poster Boute to EUROPE.	ards are trans	rible by the	STBERIA:
Mails from	강된 독특한 한 기가 되었다고요? 하는데		
Date of Despatch Date due from London	i Maria de Maria de Carlos	V esse	
22nd June.	Co-morrow.		
The Polynesien, with the French mail of 11th inst., at noon, and may be expected here of brings replies to letters despatched from Hongi	the 17th ulto., left n or about Monday, song on the 14th May		
POB	PER		IB.
	Keemun		4th, 9.00 A
Manila Swatow, Amoy, Foochowan't Shanghai	Dunium Martl	Thursday, 1 Printed M	4th, attor and Sar 7.00 A
EUROPE, &c., India via Tuticorin	Roon	Registrat B.O. No late fee Letters	iod, Kowlo 7.30 A), 9.00 A
	Pheumpenh	Thursday,	14th, 9.00 a 14th, Noon
Baigon Batavia, Cheriben, Samarang and Sourabaya	Tjilatjap	Thursday,	1/164, 1.15 3
しょう 国際 東京 大き かくり はくちょう こくらく うけいとは こうちょう きま った こうしんりょう しょうしゅう はこれがく しゅか	Sui Tai Malta	Thursday,	14th, 2.00 I
Bingapore, Penang and. Colombo	Chinhua	Thursday,	14th, 3.00 1 14th, 3.00
	Chingkiang	Thursday, Thursday,	14th, 3.00
Swatow, Shanghai and Chingkiang Yekohama and Kobe	Tjimahi	Thursday,	14th. 4.00
Batavia, Samarang and Soura aya	Nanshu Maru	Thursday,	14th, 5.00
・ 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Kohsichang	Thursday,	14th, 5.00 15th, 9.00
Holhow, Singapore and Dungava	Haiching	Friday,	15th, 11.00
Swatow, Amoy and Foochow Shanghai, Nagasaki, Moji, Kobe and Yokohan	Carmarthenshire Sui Tai	Friday,	15th, 1.15
per 19 東京 三 本本 A Colling 19 19 19 19 19 19 19 19 19 19 19 19 19	Hoihow	Friday,	15th, 3.00
Swatow, Amoy and Shaughni	Yuensang	Friday.	15th, 3.00
Manila Waroun Friedrich			15th, 5.00
Wilhelmsharen, Badmay Hobart,	Coblens	Friday,	
Matupi, Bristaine, Zealand, Dunedin Launceston, New Zealand, Dunedin Melbourne, Adelaide, Perthaud Fremantic		Saturday,	16th, 10.0C
Melbourne, Actors de la constante de la consta	Kwongsang		ችላ 164% (ተሰላጎ ነጻ ነ
Shanghai		Printed	Matter and a
		ples	Matter and a 10.00 stion 10.00 ration with
		(Pariet)	ation with

KEELUNG, SHANGHAI, NAGASAKI. KOBE, YOKRAICHI, SHIMIDZU, YOKOHADIA. HONOLULU AND SAN FRANCISCO

Bangkok Macao	Rajah Sui Tai Pembrokeshire	Saturday, 15th, 1.15 P M Saturday, 15th, 200 P M
Macso Singapore, Penang and Colombo Manita	Kubi	Saturday, 16th, 4.00 P M Saturday, 16th, Registration, Kowloon B.O. 3.00 P M
SHANGHAL, NAGAS AKI, KOBE, YOKOHAMA,) VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE	Empress of India	Printed Matter and Samples 4.00 P M Registration 3.00 P M (Registration, with late fee of 10 cents up to 4.00 P M)
Shanghai SIBERIAN MAIL TO EUROPE Cebn and Iloilo Batavia, Samarang and Sonrabaya Swatow, Amoy and Foodhow	Ankui Sungkiang Holstein Haitan	Letters 5.00 P M Saturday, 16th, 6.00 P M Monday, 18th, 3.00 P M Monday, 18th, 3.00 P M Tuesday, 19th, 9.00 a M Tuesday, 19th, Printed Matter, and Sam-
EUROPE, &C., INDIA VIA TUTICORIN (Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		ples Registration 10.00 A M (Registration with late fee of 10 cents up to 10.45 A M) Registration Kowloon B.O 10.00 A M No late fee
Manila Keelung, Shanghai, Meji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Scattle Singapore, Penang and Colombo Sandakan Chafoo and Tientein	Tean Inaba Maru Mishima Maru Mausang Huichow Loongsang	Letters 11.00 A M Tuesday, 19th, 2.00 P M Tuesday, 19th, 3.00 P M Tuesday, 19th, 5.00 P M Wednesday, 20th, 3.00 P M Thursday, 21st, 3.00 P M Friday, 22nd, 3.00 P M
Manile Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Tientsin Shanghai, Kobe and Moji	Aldenham	Tuesday, 26th, 9.00 A M Tuesday, 26th, 10.00 A M Tuesday, 26th, 11.00 A M

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Gas driven Fans		The Uzonew
where Electric		Globe and Spong
current is not		can be fixed
available, or But-		the guard of an
		fan at little cos
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Accumulator Fans		Ozone can
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Anything to		of the Pharmacie
keep cool but the		One bottle
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has caught on,		concentrated
and will soon be		sence suppli
indespensible.		Ffree.
어느 그는 유민은 다양한다는 가까지만 하다는 그 전에 하는 사람들은 모든 모든 모든 기술에 다	Ring up Elso frical Dept. 358. CK & CO., LTD., 14, Des	Junx Road, Hongkong.
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	per cent
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SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 13TH, 1910.

Stooks.	no. op shares.	VALUE.	PATD UP.	CLOSING QUOTA TIONS CASH.	
BANKS.— Hongkong & Shanghai Bank Corporation	120,000	\$12 5	all	\$950. £89.10	
National Bank of China, Limited	99,925	£7	£6	576, buyers	
Bell's Asbestos Eastern Agency, Limited	8,604	12/5	12/6	58, sellers	
China Borneo Company, Limited	60,000 50,000	\$12 \$10	\$12 \$10	\$9½, sellers \$1.50, sellers	
China Light and Power Company, Limited. China Provident, Loan & Mortgage Co., Ld	50,000 200,000	\$1 \$ 10	\$1 \$10	284 sellers	
· 发生以前的运动的 不同用 使使用 使 自己的 经实际 化自己的 经分配 化二氯化二氯化二氯化二氯化二氯化	20,000	Tls. 50	Tis. 50	Tls. 120.	
Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld	125,000	\$10 Tla. 75	310 Tie. 75	\$5, sellers Tls. 62.	
International Cotton Manufing Co., Ld. Laou-Knng-Mow C. Spin.& Weav.Co., Ld.	8,000	71s. 100 Tls. 500	Tls. 100 Tls. 500		
Soy Chee Cotton Spirning Co., Limited Dairy Farm Company, Limited	40,000	\$73	\$6	\$19, buyers	
DOCKS AND WHARVES.— H'kong & Kowloon Wharf & G. Co., Ld.	60,000	\$50	all.	\$56, sellers	
Hongkong and Whampos Dock Co., Ld. New Amoy Dock Co., Limited	50,000 10,000	\$5) \$63	41 863	\$50, sellers \$9, sellers	
Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkey Wharf Co., Ld.	55,700 36,000	Tls. 100 Tls. 100			
enwick & Co., Limited	18,000	\$25	\$25	Harkeria i interación de suc	
Green Island Cement Co., Limited	400,000		\$ 10		
Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited	7,000 60,000	and the control of th	all \$10	\$205. \$20, sal. & sel.	
Hongkong Hotel Company, Limited {	12,000 8,000		\$50 \$25	\$107, sellers \$83, sellers	
Transform Toe Commany, Limited	5,000 60,000		4 * * * * * * * * * * * * * * * * * * *	\$150, sellers \$201, buyers	
Hongkong Rope Manufacturing Co., Linited INSURANCES.	10,000		\$50	\$175, sellers	
Canton Insurance Office Co., Limited China Fire Insurance Co., Limited	20,000 24,000	\$100		OH CONT. TO =	
China Traders Insurance Co., Limited., Hongkong Fire Insurance Co., Limited		\$250	\$ 50	\$355, buyers	
North-China Insurance Co., Limited	12,400	\$250	\$100	\$825, buyers	
Yangtate Insurance Association, Limited					
Hongkong Land Invest. Agency Co., Lo	1. 100,000	\$10		284, sellers	
Kowleon Land and Building Co., Ld. Shanghai Land Investment Co., Limite) Tls. 50	Tls. 50	1 Tis. 112.	
West Point Building Co., Limited	12,500	\$50	854) 238, buyers	
Mining.— BociétéFrançaise desCharb'ges du Tonki Raub Australian Gold MiningCo., Ld.	16,00) Fcs. 250	18/10 18/10	\$625. 87½, sellers	
	25.00	51 0) all	\$14 sellers	
Peak Tramways Co., Limited	50,00 75,00	5 \$1 () \$1 (The second secon	A A A A A A A A A A A A A A A A A A A	7
REFINERIES.— China Sugar Refining Co., Limited.	20,00	9100		一种 网络人名英格兰人姓氏 化二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基	
Luzon Sugar Keming Co., Lamica	7,00 4,00			살림 시 요요하는 1922년 20일 시간	
Robinson Pinno Co., Lomited STRAMSHIP COMPANIES.					
China and Manila Steamship Co., Ld	30,00 20,00	0 \$5	pi m	\$29. sellers	
Hongkong, Canton & Macso S.B. Co., L	(Of our big			65, L'don £6.	
Indo-China Steam Navigation Co., Ld Shall Transport & Trading Co., Limite	d. 2.000.00	0 4	The second of th		
Star Ferry Company, Limited	10.00	0	ō i	5 2 \$14, sellers	
South China Morning Post, Limited Steam Laundry Company, Limited	6,00 20,00	0 \$2 0 \$	TO 1 TO 1 A 12 TO 1 A 12 TO 2	5 \$26, buyers 5 \$5, buyers	
Brokes AND DISPENSARIES.— Campbell, Moore & Co., Limited	1,2	0 \$1	and the second of the second	. 그는 그를 그를 그는 아이를 가는 모든 아이를 다 하는 것이다.	
Wm. Powell, Immited	15.00 10.00	0	0 81	7 22, sellers O \$3, sellers	
Watkins, Limited A. S. Watson & Co. Limited	90.0 3,0	0 0 \$1	0 61	0 \$61, buyers 10 \$10, buyers	
Weissmann, Limited			0 8	14 \$11½, sellers 10 \$300.,	
Union Waterboat Co., Limited	50,0)O \$1	io s	10 \$7.	
R.UBREES Allagurs				7/3 29/-	
y Angle-Malays				\$19 (Sta.) 115/-	
t. Bukit Kajangs				\$19 (8ta.) 115/- 63/6 130/- 32/6	
				32/6 32/6 prem.	
,我没有看了,我就是我们都是有更多的。我们看到了,我们看了一个,我们就看到了一个,我们就是一个,我们就会会会会会会会会会。""我们就是这个人,我们就会会会会会会				137/6 8/- prem.	
Kainthings				18/3	
Labus				92/6 62/6	
TABULA				15/6	
London Asistics				6/3 8/-	
Merlemaus				341 (Sta.) 32/8	5000 6000 6000

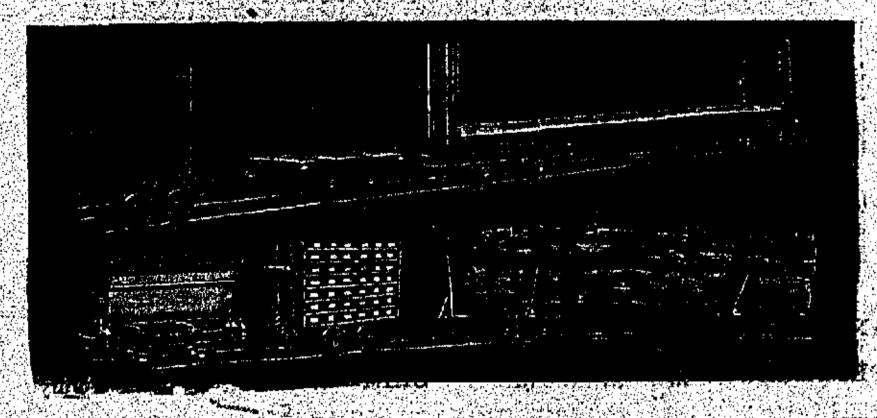
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